

# *The* SHIPPING WORLD

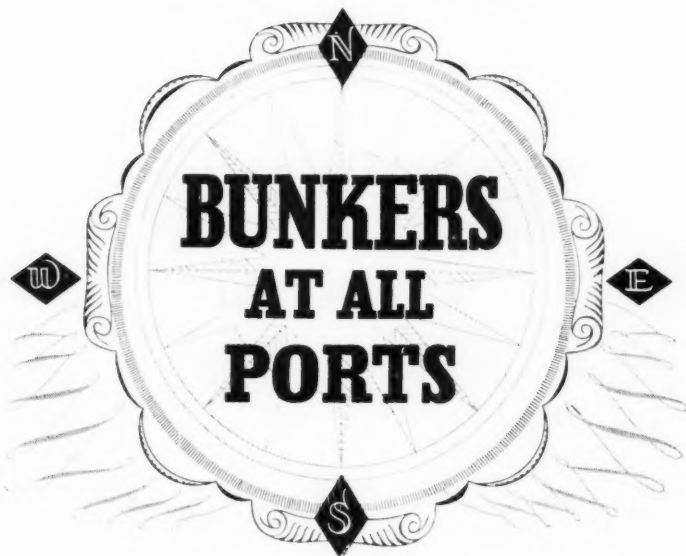
AND SHIPBUILDING & MARINE ENGINEERING NEWS



VOL. CXX.V No. 3003

WEDNESDAY, JANUARY 17, 1951

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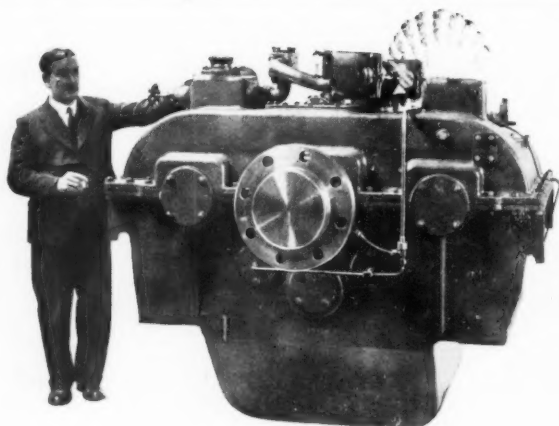
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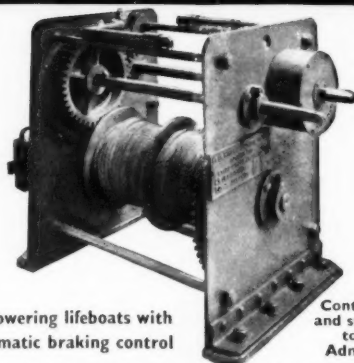
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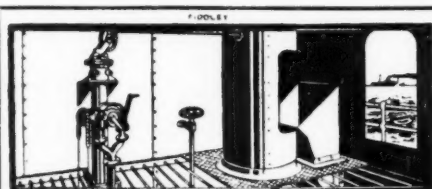


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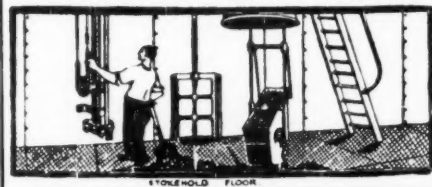


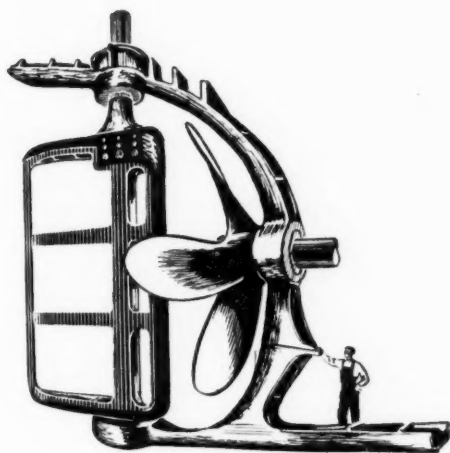
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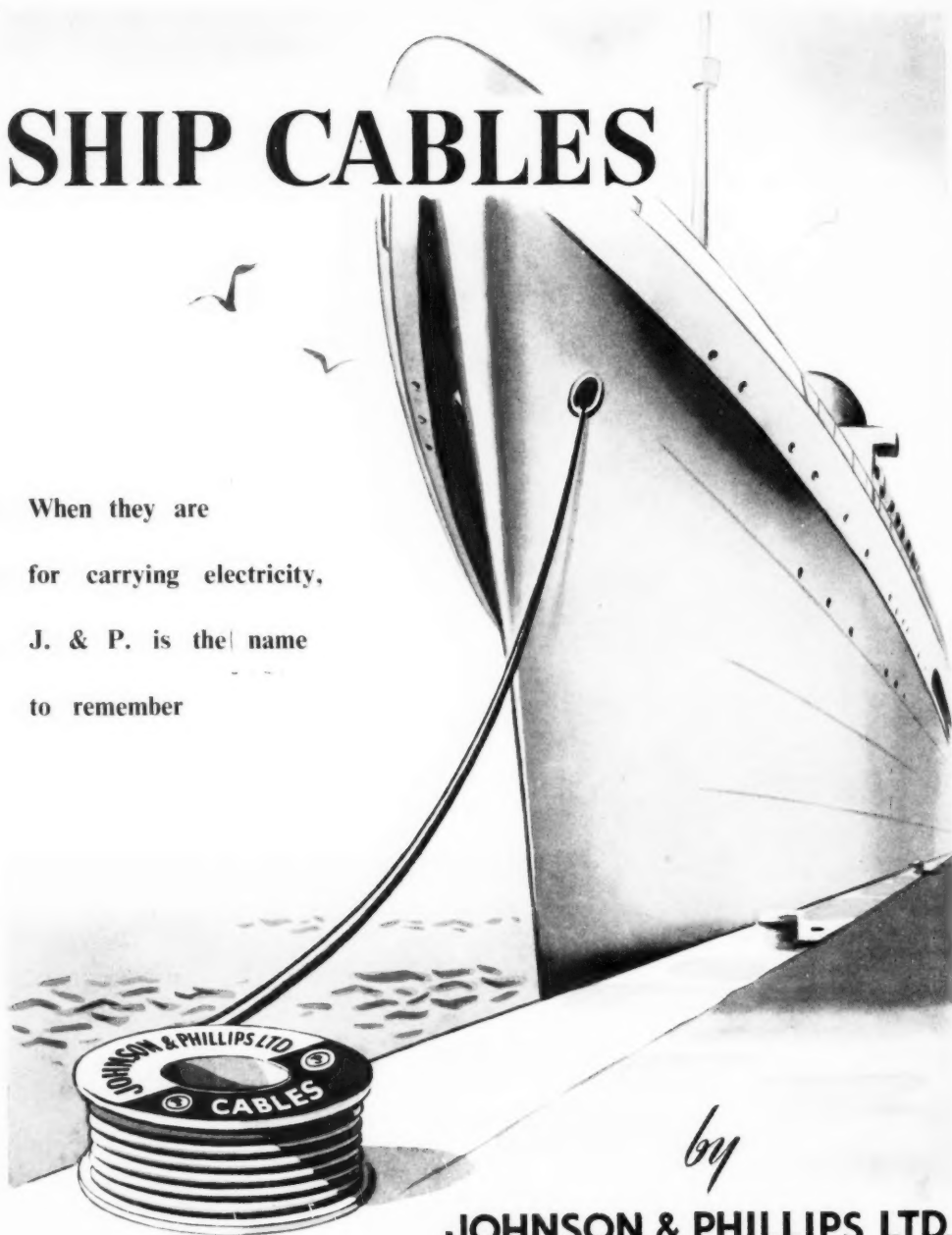
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AND SHIPBUILDING & MARINE ENGINEERING NEWS

The Oldest Weekly Journal devoted to Shipping, Shipbuilding,  
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1883

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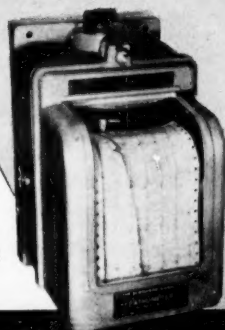
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Wool, Raw and Waste and Woollen Rags	3,289,078	11,238,664
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## THE SHIPPING WORLD

# THE CHANGING SHAPE OF SHIPS

IN GREAT BRITAIN there are two or three thousand firms which manufacture machinery, equipment and materials for use in ships, although these concerns are not normally regarded as units in the maritime industries because they also sell their products to many other industries. In some cases, the marine work of sub-contractors, as they are regarded in the shipyards, is a relatively small part of the total output, but is important, nevertheless, and necessitates careful study of the shipbuilding and shipping markets. If reports be true, many firms have come to regard the marine field as a conservative one in comparison with the other markets for their goods, and great care is taken in launching any new product. Such a reputation is no bad thing as it makes for the utmost reliability, while the robustness in construction of ship equipment which is equally essential is now an accepted principle among the subcontracting industries. On the other hand, however, it must not be assumed that shipowners and builders are conservative without cause, for once a new machine, method, or material has been successfully tested in the workshops and at sea, its adoption is usually automatic.

The fact that the shipping industry does not oppose new ideas simply because they are new may be seen from the steady progress which has been made in all aspects of ship design during the past thirty years. To consider only the general appearance and shape of the ship today—and this reflects merely the externals—is to appreciate that changes have been wider than generally thought. It is true, of course, that the difference in appearance between the family motor car of 1920 and that of today is more revolutionary, but the reasons for this are obvious. The motor car is, in general, produced under one roof, and is the product of a highly complex assembly line, while the individual views of prospective purchasers are of relatively small importance. In the case of the shipping industry, however, shipbuilders must be able to build any and every type of vessel, to the widest possible range of designs and specifications. Despite this need to meet a highly diversified demand, a general trend in the change of ship shape and layout may be seen in an examination of the plans and photographs

of ships built at intervals during the past thirty years.

In 1920, the average tramp was a vessel of 7,000 to 9,000 tons deadweight, with a speed of 9 to 10 knots, and a bluff form giving maximum cargo capacity, the hydrodynamic properties of the hull being of relatively small importance. In general, such a ship had a short fore-castle, bridge and poop above her single deck, with tiny houses for the master and the navigating positions at the bridge. She had a tall thin funnel, straight stem and counter stern. The accommodation for master, officers and crew was, by the light of modern construction, primitive in the extreme. She had very large hatchways, because of the trimming charges on coal cargoes, such cargoes ranking high in the freights of tramp shipping in those bad, or perhaps good, old days. She was in fact a floating box, but the contribution made by all ships of this type was a most important item in the national economy of the country. The economic importance of ships of this and every other class in the British fleet is even more important today, but what a difference there is in the general appearance, design and finish, a factor sometimes overlooked when comparing present and prewar shipbuilding costs.

The modern ship is fine-lined, with a hull form tank tested as carefully as for a North Atlantic liner; she has a raked stem of rounded plate construction and a graceful cruiser stern; the isolated superstructures have gone, being replaced by a shelter tweendecks with a long bridge deckhouse amidships and a docking bridge aft. All accommodation is either entirely amidships or spread between the tweendecks aft and amidships, with officers' rooms, including suites for the master, chief engineer and chief officer, in the main deckhouse. Forced draught with steam engines, and the widespread introduction of the diesel engine, have allowed a short, squat yet graceful funnel; masts are raked; bridges are curved and streamlined; there are more rectangular windows and fewer ten-inch sidelights; sweeping bulwarks, giving improved appearance as well as dryer decks, have replaced open rails. And so the trend continues. Familiarity with an industry should not prevent recognition of the very great progress that has been made.

## Current Events

### The Steel Crisis

THE VOLUME of orders booked by shipbuilders last year was three times as great as in 1949, but what progress they can make in coming months will depend on supplies of steel and other materials. The basic problem is, of course, coal, and that has been nationalised, with a consequent fall in production. The miners have to a great extent ignored the appeals of the Prime Minister and the Minister of Fuel and Power, as well as of their own top-ranking trade union leaders. They

have no love for the over-centralised administration of the National Coal Board, because it lacks the human touch to which they were accustomed in the old days. So we are importing coal and, even with that aid, supplies are inadequate to meet the demand. The sequence of events has come as a surprise to the Ministers and officials concerned, who have no appreciation of the interdependence of one industry on another. Because so much shipping is needed to bring coal across the Atlantic, there is a "tonnage squeeze,"

to which events in Korea have contributed. The result is that insufficient shipping is available for the transport of scrap and other things from overseas to this country. The steel industry, under private enterprise, for the past four years has beaten the official target of output, but now, at a time when the rearmament programme is getting into its stride, it is feared that supplies of steel may be restricted owing to errors of policy. The motor car industry is already planning a shorter working week and many small firms, which are the backbone of this country's industry, may have to close down. The industrial correspondent of the *Daily Telegraph* has summed up the situation succinctly. Deliveries of coke are below current consumption and stocks are less than one week's supply, against a normal three to five weeks' stock; production of pig iron from home ore is limited by the labour shortage, which is largely due to the lack of housing, particularly in the Midlands. Furnaces at Kettering, Northants, are out of action; imports of ore in January and February are likely to be short of requirements by 200,000 tons a month. Imports of German scrap were halved last July to a million tons a year. It was expected that this could have been offset partly by an expansion in pig iron production in Britain, partly from some increase in scrap arising from higher production, and partly from a special drive for additional scrap which aimed at yielding at least a further 500,000 tons. "These measures," he adds, "should have enabled the industry to carry on at an increased level of production until there was a further expansion in blast furnace capacity and raw material supplies in 1952-53."

### A Proposed Compromise

It is in these conditions of crisis that the Government is proposing to break down the steel industry, one of the most efficient in the country, handing over large sections of it to a Corporation, the members of which will lack expert knowledge and experience. Time and again appeals have been made to the Government to postpone this probably deadly operation, but without avail. Now Mr. Harold Macmillan, M.P., has made a suggestion which would go some way to save the face of the Government while at the same time leaving the industry to get on with its job. "In view of the gravity of the situation" he has proposed a compromise. He urges the Government to postpone the vesting date (February 15) to avoid all the confusions and complications involved in the transfer of this vast and vital industry. "Let them leave the Act on the Statute Book, if that will help a compromise, as a demonstration of Socialist integrity." His idea is that Parliament should pass, by general consent, a short Act to give full statutory authority to a new Iron and Steel Board based on the general framework of the old Board, but with legal and official powers in place of the former voluntary and unofficial system. He would be prepared, and he was evidently speaking with the support of the Opposition in the House of Commons, to give this Board any additional powers that might be needed. The appropriate Minister would have all authority over the broad planning and policy of the industry such as is certainly necessary at a grave time like the present, "when the needs of defence must be uppermost in all our minds."

### Houlder Line

THE DIRECTORS of the Houlder Line deserve the warm thanks of their shareholders on two main counts. The company is again the first to publish complete accounts for the calendar year 1950, and has succeeded in remarkable fashion in overcoming the difficulties caused by the collapse of the River Plate meat trade and the increased cost of fuel oil. Trading profits have fallen, it is true, but only from £455,000 to £386,000, the latter figure excluding a special credit of £44,000. Fortunately the company was able to minimise the effects of the breakdown of the Anglo-

Argentine trade talks by employing some of its specialised tonnage in the Australasian and Pacific Coast trades. This happy arrangement was made possible by the company's close association with the Shaw Savill and Furness, Withy companies. At the same time, an appeal has been made for payment of compensation by the Ministry of Food in respect of losses sustained by vessels scheduled for River Plate meat loading but not so used. There is surely a clear case here for proper payment of compensation, but so far the company's claim has made no progress. As Mr. W. C. Warwick, the chairman, remarked in his statement to the shareholders, it is impossible for shipowners to carry on their business of maintaining a regular flow of tonnage to cater for specified requirements of the Ministry of Food (or indeed any other Supply Department) without recognition of obligation to pay adequate compensation if anticipated shipments do not become available. The claims of this company and the other interested shipowners are being vigorously pressed against the Ministry. In spite of the past year's lowered profit, the tax charge is considerably higher, at £246,000 against £88,000, the former figure including £120,000 passed to taxation equalisation as an offset to the temporary fiscal benefit that derives from the initial allowances. The finances of the company are in good order. Reserves of £2,147,000 contrast comfortably with the issued ordinary capital of £550,000, while current assets include £613,000 in cash, £38,000 in tax certificates and £251,000 in quoted investments. Against these liquid funds, however, must be set capital commitments of £665,000. In December the company ordered a new general cargo motor vessel of 10,950 tons d.w. for delivery early in 1953. It was not possible to arrange a definite fixed price for this vessel because of the rising trend of shipyard costs. The present fleet is moderately valued at £1,814,000. As for the outlook, that depends largely on the resumption of the Argentine meat traffic.

### New Shipping Issue

THE NEW issue of capital which has been announced by the United British Steamship Co., Ltd., should go well. The company is offering to shareholders at 10s. per share, and in the proportion of one new share for every two units held, 787,500 ordinary shares of 1s. each. Immediately prior to the notification of these terms, the price of the units (present capital is a one-class affair of £250,000 authorised and £78,750 issued) was 17s. 9d. Since 1946-47, moreover, the company has paid a well covered dividend of 100 per cent. Earnings for that year were 27.5 per cent and in the following year jumped to 43.6 per cent. In 1948-49 the company earned 45.1 per cent and in the year ending June last 64.3 per cent. As the freight markets are buoyant, and likely to remain so, the directors' forecast that, apart from unforeseen circumstances, there should be no difficulty in paying the same rate of dividend for the current financial year on the increased capital as was paid last year on the smaller capital, seems certain of fulfilment. The new issue, which will yield a net sum of £383,000, will go towards payment for new tonnage. The company has recently contracted for the building of three new motor vessels, each of 10,000 tons d.w., at a cost of about £430,000 each. Two of these ships are due for delivery in the spring of 1952 and the third in 1953. It will thus be some time before the money laid out can earn revenue but, in the meantime, the present fleet will bring in sufficient money adequately to reward shareholders. United British held £1,123,000 in cash and tax certificates at June 30 last, when the net working capital figure was £686,000. Since that date the company has purchased a vessel built in 1945 and has sold two of its old steamers at a price in excess of written down values. The net proceeds of these transactions, together with the new issue of capital and profit retentions, should serve to keep the company adequately financed.

### Shipping Shares

THE RUSH to secure an investment hedge against inflation has gained impetus since the beginning of the year, with shipping equities in the lead. Liner, tramp and tanker shares have all risen sharply, to the accompaniment, in the case of Stanhope, of merger rumours. But there is a solid foundation to this advance, which seems likely to continue for a while. Freight rates have gone up considerably since the war in Korea set in motion a vast world rearmament programme requiring a considerable sea movement of both raw materials and finished products. Nor is Korea the sole cause of the present strength of the freight markets. Special demands, such as the coal imports from America and India's shortage of grain, have called for additional tonnage and the position now is that the demand for shipping space in general exceeds the supply. There is little likelihood of any early correction of this lack of available tonnage. The building of new ships is inevitably a slow process, while the American "moth-ball" fleet cannot at once be made available to fill the gap. Further reasons for the recent upward trend of shipping equity prices lie back in 1950. In that year, owing to the failure of devaluation to stimulate the freight market, shipowners were hard hit by rising costs. Many shipping companies reporting in 1950—and this applies especially to the tramps—disclosed reduced profits, with a consequently adverse effect on share prices. The majority of shipping concerns must now be showing useful earnings on voyage accounts, and reports published this year will show something better than a mere reversal of the 1950 downwards trend of profits. Holders or intending buyers of shipping shares would do well, however, to bear in mind the debit side of the account. Fuel and other costs have been further inflated of late. Tax increases are likely to be announced in April and, though shipowners may be willing to pass on to shareholders the benefit of high profits, the Government might elect to compel dividend limitation by law.

### Polar Diesel Engine Production

DIESEL propelling machinery is being used to a much greater extent for coasters and colliers and in the fishing industry. Some figures were given by Sir John M. Duncanson, chairman of British Polar Engines, Ltd., to members of the technical press after an inspection of his company's Govan Works. He disclosed that British Polar engines are now to be found in 60 to 70 per cent of all ships coming within the Polar engine range and built in Great Britain. The majority of these engines have been installed in coastal and fishing craft, although larger vessels, such as the 15-knots twin-screw passenger and cargo liner *St. Ninian* (2,280 tons gross) and the twin-screw passenger and cargo vessel *Mombasa* (2,213 tons gross) are included among the types of vessel also powered by Polar engines. Such progress is a particularly fine achievement, for in 1946, when the company was taken over by its present owners, the output was only about 25,000 h.p. per annum. It now stands at 60,000 h.p. per annum and is still steadily rising. During this period, while production was being increased, the whole plant was under reconstruction and only now is the plant being able to reap the full benefits of the replanning. Commenting on the suggestion that diesel engine manufacturers have not contributed much towards geared engine development, Sir John took the opportunity of divulging the extent to which his company has taken the initiative in this matter. The application of medium-speed diesel engines with hydraulic couplings or electro-magnetic couplings to the propulsion of ships were, he said, examples of some of the new developments in which British Polar Engines had taken the initiative. At a time when it is often suggested that increased production is gained only at the expense of quality, it is heartening to note that this factory still retains a particularly high percentage of skilled tradesmen to semi-skilled and unskilled. Modern

methods and machinery have been combined not to replace the craftsman, but to supplement his efforts. As the extensive apprentice training scheme shows, the success and reputation of which can be judged by the lengthy waiting list, the retention of craftsmanship plays an obvious part in the plans of this company.

### Experiment in Burning Boiler Fuel

IT WAS natural that shipowners, having found that residual fuels could be burnt successfully in main oil engines, should demand that diesel auxiliaries should be able to operate on the same fuel. One or two companies prominent in the manufacture of diesel auxiliaries have been experimenting with the use of residual fuels in their units, but little success has yet been reported. It is, therefore, interesting to note that British Polar Engines, Ltd., has undertaken a series of experiments in the burning of boiler fuel in one of its standard six-cylinder engines at the request of the New Zealand Shipping Co., Ltd. This engine is one of three which are to be fitted for generating power in one of the company's ships now building. The oil was supplied by the New Zealand Shipping Co., Ltd., to British Polar Engines Ltd., already purified and clarified. The principal characteristics of the fuel are as follows:—

Specific gravity	962
Viscosity	1,540 secs. Red. I at 100 deg. F. 412 secs. Red. I at 140 deg. F. 218 deg. F.
Closed flash point	18,800 B.Th.U. lb.
Calorific value	2.2 per cent.
Sulphur content	

The engine is a standard Polar K56E six-cylinder unit developing 340 h.p. at 600 r.p.m. and fitted with standard fuel injectors. The oil enters the fuel pump at a temperature of about 160 to 170 deg. F. and at 55 lb. per sq. in., and the opening pressure of the fuel valves is 950 lb. per sq. in. It is, as yet, too early to form any opinion as to the success or possible outcome of the experiments, but the engine, which was running while a representative of THE SHIPPING WORLD visited the factory, appeared to be running to satisfaction. The fuel injectors on being withdrawn for examination were found to be surprisingly free from carbon formation. Exhaust temperatures appeared normal, while the exhaust itself was clear. Officials of the builders, while feeling that it is much too early to claim that their engines can be operated to entire satisfaction on boiler fuel, were of the opinion that a most promising start had been made with the problem.

### Success of "Chusan's" Stabilisers

THE STATEMENT last week by a spokesman of the P. & O. Line, that all future tonnage ordered by the company would be fitted with the Denny-Brown stabiliser, follows closely after the completion by the company's liner *Chusan*, the first large ship to be fitted with these stabilisers, of a trip from Australia in which they were fully tested in several gales and proved a complete success. This must be regarded as a triumph for shipowners and manufacturers alike, the former for their courage in fitting to a ship of 24,000 tons gross a device which had not previously been tried out in any ship much larger than a tenth of this size, and the manufacturers for their successful handling of the problems involved in scaling up to this extent. Not only was the motion of the *Chusan* far more comfortable for passengers and crew, but it was found that breakages of crockery and other small voyage damage of a similar nature, often quite substantial on a rough trip, was negligible. It is likely that, in addition to all new P. & O. passenger tonnage, the stabiliser will now be fitted to new passenger ships of other lines. For existing vessels, the problems involved in installing it are more difficult. Not only must the necessary space be found, low down in the ship, to house the installation, but the actual fitting would necessitate the ship being out of service for some time, with considerable financial loss. Where a major refit is being under-

taken, however, it might be possible to fit it. One other large ship will soon be experimenting with the Denny Brown stabiliser at sea. This is H.M.S. *Cumberland*, a 10,000-tons cruiser, which is at present being converted into a trials cruiser for full-scale experimental work with various types of new Naval equipment. The stabiliser was fitted to about 110 small warships during the war, and if the *Cumberland's* trials are satisfactory it will no doubt be installed in larger ones.

### Marine Casualties in 1950

As was anticipated, the annual summary of marine casualties compiled by the Liverpool Underwriters' Association shows that the declining trend in the number of casualties, which began in 1948, continues. As may be seen from the figures given on another page, during 1950 there were 6,873 casualties to vessels of 500 tons gross and over entered in the Association's book, compared with 7,063 in 1949, 7,739 in 1948 and 7,403 in 1947. Marine total losses affected 22 motorships and 66 steamers aggregating 240,283 tons gross, compared with 25 motorships and 73 steamers (223,898 tons) in 1949 and 14 motorships and 57 steamers (198,178 tons) in 1948. It will be noted that while the number of casualties in 1950 was less than in 1949 and 1948, the tonnage lost in that year was greater than that lost in either of the two preceding years. The casualty returns for December, 1950, conformed to the general but not invariable run of the other months of that year in that they showed a reduction on the number of casualties in the December of each of the three preceding years. The actual figures were 639 casualties in December, 1950, compared with 648 in 1949, 708 in 1948 and 727 in 1947. The total for December, 1950, is made up of 138 collisions, 123 cases of machinery damage, 96 strandings, 87 cases of weather damage, three foundering, one mine casualty and 145 other casualties. In December eight vessels, aggregating 26,941 tons, were totally lost, compared with 14 vessels (22,761 tons) lost in December, 1949, and nine vessels, all steamers (29,012 tons) in December, 1948. The general inference to be drawn from the figures as a whole is that the reduction in the number of casualties continued during 1950, but in a less marked degree.

### Two New Insurance Clauses

THE INSTITUTE of London Underwriters has issued two new sets of clauses for use with the insurance of cargo. Both have their importance, and the "Institute Cargo Clauses (All Risks)," which came into effect on January 1, mark a new departure in the insurance of cargo. The bulk of cargo insurance is still effected by the use of the Institute Cargo Clauses "Free of Particular Average" and "With Average," but, in the case of certain commodities, the practice of insuring against "All Risks" has been growing during the last quarter of a century or more. While such comprehensive cover is deprecated—especially by the more conservative underwriters—it is deemed better to have standard and reasonable clauses under which cover against all risks can be given, than the various and varied unofficial clauses, some of them undesirably wide in scope, previously in use. The essential feature of the new clauses is that they give cover against all risks of loss of or damage to the insured interest, while specifically excluding loss of or damage to the insured interest proximately caused by delay, inherent vice or nature of the subject matter insured. The cover of the clauses is "irrespective of percentage" in other words, there is no franchise below which claims do not attach to the policy.

### Institute War Clauses

THE OTHER new set of clauses is a revised set of "Institute War Clauses," effective from February 1, 1950, in which the major amendment concerns cover at what previously was called a "port or place of transshipment," but which in the new clauses

becomes "an intermediate port or place to discharge the interest for on-carriage from that or any other port or place by another overseas vessel." The new clauses make it clear that, on arrival at such intermediate port, the cover of the policy is limited to 15 days from midnight of the day on which the first carrying vessel arrives. If that period is exceeded, the cover ceases, to re-attach again on loading in the on-carriage vessel; but during the said 15 days, the insurance remains in force whether the interest is awaiting transit or is in transit between the overseas vessels. The new wording regarding cover at an intermediate port appears to be to make clear the intention of the previous wording. What is new is that where previously the period of 15 days' cover at an intermediate port (and also at the final port of discharge) was made to run from the midnight of the day on which the carrying vessel was "safely moored or anchored," in the new clauses the 15 days run from midnight of the day of arrival. It is obvious that a vessel might arrive at a port without being safely moored or anchored there, if she had incurred a serious casualty before arrival, and under the old wording this would mean that the period of 15 days (which is based on a fundamental principle of the "Waterborne" War Risk Agreement) might run on indefinitely.

### Polish Shipbroking Monopoly

IF British and other shipbrokers are handicapped in their business by the existence of British and other Government monopoly chartering for staple commodities, at least they can consider themselves a good deal more fortunate than their Polish colleagues, whose business demise has been brought to the notice of shipowners through a circular issued by the Baltic & International Maritime Conference. It was no easy task restoring commercial and shipping life to the ruins of the Polish ports after the war, when some of the former shipbroking firms were re-established and others began to do business. They have done a good job, and they materially assisted in developing the increasing trade of Polish ports which has been a feature of the last two or three years. Early in 1949, however, the Polish Government took the first step by reducing the number of firms, first to 15 and later to seven. A year ago there were only five firms left, and all of them were operating under Government supervision. All of them dealt with agency business, although only two were concerned with chartering for official account. Now, as in Soviet Russia, all shipbroking and chartering activities are the monopoly of Government agents. The five remaining firms have been abolished, and two organisations have been set up. One, the Morska Agencja, with offices at all Polish ports, will attend to agency business, and the other, Centrala Frachtowania Morskiego "Polfracht," at Gdynia-Gdansk, will have the monopoly of chartering business. What benefit Poland expects to derive from such an arrangement it is difficult to imagine.

### SAYINGS OF THE WEEK

#### NO FIXED PRICE

"It has not been possible to arrange a definite fixed price for our new ship in view of the general tendency to still further increases in the already high cost of new tonnage. One can only hope that the very general demand for increased wages may be kept within reasonable limits."—Mr W. C. Warwick, chairman of Houlder Line, Ltd.

#### WORK AND WAGES

"In the world of salaries and wages it is no possible solution to give an additional increase unless there is a corresponding increase in production. This, in the majority of cases, can be done without any increase in hours, by stepping up the output per hour, by giving full play to the ever-growing mechanisation of industry and by greater personal effort by each and every individual."—Mr. Harold Bibby, D.S.O., chairman of Martin's Bank.



## ON THE "BALTIC"

NORTH PACIFIC WHEAT AND LUMBER CHARTERING

By BALTRADER

THE Christmas and New Year season afforded a good example of the way in which holidays underline the prevailing emphasis of the freight market. When orders are few, owners hurry to cover the employment of their vessels before the Baltic Exchange becomes deserted, if only in order to enjoy the festivities with a mind at ease; the result is an even weaker trend than would have been expected. Last month it was the charterers who were in haste to cover their requirements, but owners deliberately turned to thoughts removed from business. Many of them were mildly pained to recall recent fixtures which they had arranged at good rates of freight, but already in some cases 10s. or even 20s. below the latest recorded level.

Business began slowly after Christmas, but there was much to be done because chartering for timber and grain in large quantities had previously been held back to some extent. This had assisted the National Coal Board to lay hands on the tonnage required for the earliest possible relief of Great Britain's coal shortage. The problem now was to gather shipping on the North Pacific coast to ship wheat and lumber. Timber Control resorted to time charter for this purpose, being unable to obtain all the shipping it needed on voyage basis. Delivery of vessels was taken in the Far East, Australasia, the United Kingdom and the River Plate. Managers were appointed to attend to the chartered ownership of these ships on behalf of Timber Control. Rates of hire have been paid ensuring a substantial return, which could be calculated in the head without the trouble of making a complicated voyage estimate. The powerful attraction of tonnage to the North Pacific coast has left a much diminished supply of ships in Eastern waters, and charterers are having difficulty in filling orders for loading in Manchuria, Indo-China or anywhere on that side of the Pacific Ocean. Freight, therefore, in the Eastern Hemisphere, although less numerous than in the West, share the general firm tone of the market.

### Less Time Chartering

Meanwhile it has been noticeable for some time that time chartering for account of the liner companies has been comparatively slow; the companies have been fixing from hand to mouth, and the explanation has been heard that they cannot profitably engage ships at present rates of hire. Until lately, if there has been one form of employment upon which tramp owners could rely, it has been the run out to Australia and the East with motor vehicles and other general cargo. These supplemented the regular liners, which were presumably fully booked with the more paying classes of cargo. In spite of the plans on foot for a switch over to armament manufacture, export goods will presumably continue to accumulate and one may expect a more active demand for their transport than at present. Similarly, British imports of West African produce are likely to be maintained and to call for a larger number of round voyages on time charter than have been recorded lately.

In July and August a large number of vessels were chartered to ship lumber in British Columbia, mostly for discharge in the Eastern United States. The time occupied in loading there was not always satisfactory, and a reason given was shortage of labour. No doubt steps will have been taken to obtain sufficient stevedores to cope with the coming activity; otherwise owners who have accepted charters on voyage basis will be disappointed and Timber Control will lose heavily through detention of the many vessels they have taken on time charter.

Owners of vessels engaged in the Mediterranean

trade with ore, etc., feel the loss of outward coal cargoes from this country, especially in the case of the smaller types of vessel. At this time of the year the Bay of Biscay is no place at any rate for a smallish vessel proceeding or trying to make headway in ballast. There have lately been a few orders for carrying coal from the United Kingdom to the Mediterranean, "subject to stem," but in almost every case the N.C.B. has naturally enough been unable to spare the coal. In the circumstances, there is a ready supply of tonnage to load coal from Rotterdam or Antwerp. Even at these ports, stems are less plentiful than they were by reason of the general lack of surplus coal in Western European countries.

### The Freight Markets

Active chartering has continued during the past week and a wide variety of trades have been represented. San Domingo to U.K. sugar has been fixed at 115s. per ton with the option of Cuba loading at 5s. more. The Committee have repeated 22s. 6d. per quarter for grain from the U.S. Gulf to the U.K., and have conceded 155s. per ton, early loading Gulf/India, and 147s. 6d. for later positions. Following a quiet period, Australian grain charterers have been active and fixtures include *Glenlyon*, 9,000, 10 per cent, West Victoria, N.S.W., to U.K., March/April, bulk wheat at 145s., and *Mount Athos*, 9,500, 10 per cent, Eastern States to Egypt, February/March, bulk wheat at 140s. Coal chartering from Hampton Roads to U.K. has been on a reduced scale, but the improved rate of 67s. 6d. was conceded to a handy size February vessel. The present acute coal shortage has reduced outward chartering to a minimum, but an early 6,000-tonner was fixed Wales to the Plate at 70s. The time charter market has again been very active and a feature of the past week has been the continued chartering by the Timber Control of tonnage to carry lumber home from the Pacific. Vessels for this business have been taken with delivery U.K., Australia, Malaya and the Mediterranean, and include *Duke of Athens*, m.s., 9,475 tons d.w., 10 knots on 10 tons, January/February, delivery U.K., two North Pacific rounds at 37s. 6d., and *Trident*, 10,100 tons d.w., 10 knots on 18/20 tons oil, April delivery Australia, voyage home via North Pacific at 33s. 6d. per ton per month.

### Air Charter Business

The New Year has opened with improving demand for chartered planes both for early employment and for spring and summer flights. Recent fixtures include ships' machinery to fly to Egypt from the United Kingdom and mining machinery from Paris to the Persian Gulf. The circulation of a daily market state by the Airbrokers' Association, recently mentioned in THE SHIPPING WORLD, is proving a valuable aid to members. It enables them to be well posted as to available aircraft and cargoes. Every year it is possible to report fresh progress in the organisation of the air side of the Baltic Exchange as the first and most important centre for air charter operations.

THE Hellenic Mediterranean Lines, Ltd., Genoa, has announced a new freight service between Genoa, Patras, Piraeus, Beyrouth, Port Said and Alexandria.

BRITISH WEST INDIAN AIRWAYS has just celebrated its tenth anniversary. It was founded in 1940 by Mr. Lowell Yerex, a pioneer of civil aviation in Central America, at a time when transport in the Caribbean was disrupted because of the war. The airline was bought by BSAA in 1947 and was later absorbed into BOAC.

# COAL AND OIL

## BUNKER COAL PRICES RISING

IN THE last week or so the small advantage which operators of coal-fired tonnage gained through the recent increases in the prices of oil bunkers has been evaporating, due to a series of rises in bunker coal prices. The general trend in coal prices has been upwards for some time, but the movement has only been gradual. Lately, however, a number of price increases have been announced, each within a few days of the previous one. While there is no doubt that the costs of coal supplies are increasing, the decision to raise prices is no doubt easier to take at a time when coal is in such short supply as it is at present. Most of the recent increases affect bunkering stations in European waters. An exception, however, is Ceylon, where according to announcements by Cory Brothers & Co., Ltd., and Mitchell Cotts & Co., Ltd., the price for Indian coal, trimmed, is now 116s. per ton, subject to the usual 1s. 6d. rebate. An increase of 1s. per ton for bunkers supplied in the Thames has been announced by Harrisons (London), Ltd., owing to increases in the overhead costs of maintaining bunkering facilities in the area. The new prices (f.o.b. and trimmed, for quantities over 200 tons) are now 99s. 6d. foreign and 78s. coastwise down to Gravesend Town Pier, and 100s. foreign and 78s. 6d. coastwise below the pier, but within the Gravesend group of buoys. Other increases affect Belgian, Dutch and German ports. The price of Westphalian coal at Antwerp and Ghent has been increased to 110s. per ton, f.o.b. and trimmed, for quantities of 200 tons and above. At the Dutch ports of Rotterdam, Schiedam, Vlaardingen, Amsterdam, Zaandam and Delfzijl, the United Coal Company has announced an increase of price to 99s. per metric ton, f.o.b., for quantities of 200 tons and above. An announcement by Lindsay, Blee & Co., Ltd., states that on account of increased railway rates prices for coal bunkers at the Kiel Canal have been increased by 45 United States cents per ton.

## Oil from "Tapline" Reaches Britain

THE FIRST oil to reach Great Britain from the Trans-Arabian Pipeline was brought in to the Anglo-American Oil Company's Fawley refinery last week in the tanker *Apache Canyon*. This cargo of 15,300 tons is being followed by another in the *Esso Glasgow*. The pipeline, which was described in this column recently, has been built at a cost of \$2,000,000. The main oil line from the oil fields at Abqaiq, in Saudi Arabia, extends to a junction from which a line branches off to the refinery of the Arabian-American Oil Company at Ras Tanura. From this point starts the 1,067-miles unbroken run of the pipeline to the loading terminal, four miles south of Sidon, in the Lebanon. The capacity of the pipeline is 300,000 barrels a day; this is equivalent to 110,000,000 barrels a year, an annual output of 15,000,000 tons. This, incidentally, is not far short of what the whole refinery throughput of the U.K. will be in 1952. In the laying of the pipe, which was accomplished in three years, many difficulties had to be overcome. The line had to cross moving sand dunes, old lava beds, and two ranges of mountains. Some sections are buried, and others—where the ground is rocky—lie on the surface. The pipe is in alternate 30 and 31-inch sections. These were shipped in pairs, one inside the other, in order to save shipping space, from the United States to Ras el Misha'ab, a new port on the Persian Gulf constructed specially to handle shipments for the line. Drinking water was not available at the place, and an elaborate distillation plant had to be installed. The pumping of oil into the line began in the middle of 1950, and by December 2 the pipeline and the storage tanks at Sidon were full.

## Peruvian Oil Production

RIISING consumption, stationary production and slightly declining exports are the main trends reflected in a comprehensive statistical study recently issued on Peru's oil industry. Production is now slightly below 16 million barrels a year, which is about 15 per cent lower than the peak of 2,148,000 metric tons reached in 1936. Since then, however, consumption has trebled. Forty per cent of Peru's oil exports in 1949 consisted of crude oil, of which Lobitos Oilfields, Ltd., is the only exporter, the main destinations being the U.K. (154,203 metric tons), Argentina (131,547 m. tons) and Uruguay (30,431 m. tons). Refined products in appreciable quantities are exported only by the International Petroleum Co., a subsidiary of Standard Oil (N.J.). Principal destinations in 1949 were Chile (555,876 m. tons) and Brazil (88,593 m. tons). This company is the largest concern in the country, being responsible for about 81 per cent of production, 96 per cent of refinery output, 94 per cent of the country's internal distribution and 70 per cent by volume of all exports. The state-owned Empresa Petrolera Fiscal is responsible for a production of only 300 b/d, less than 1 per cent of the country's output. Arrangements were made by this concern with a U.S. contractor for drilling ten deep wells, beginning in 1950, at a cost of Soles 7.5 million, equivalent to U.S. \$300,000. Prospecting in the reputedly promising areas east of the Andes is now at a standstill, owing to the obstacles which the terrain puts in the way of exploration work and the transport of oil to the coast.

## OFFICIAL NOTICES

### Change of Name

MARTIN'S COASTAL STEAMSHIPS, LTD., The Wharf, Greenhithe, Kent. Name changed to Everard Shipping Co., Ltd., on December 19, 1950.

### Increases of Capital

EAGLE OIL & SHIPPING CO., LTD., 16 Finsbury Circus, London, E.C.2. Increased by £5,000,000, in £1 ordinary shares, beyond the registered capital of £8,465,350.

OLD HILL CO. (POWKE LANE), LTD., manufacturers of chains, cables, anchors, etc., Powke Lane Works, Blackheath, Birmingham. Increased by £30,000, in £1 ordinary shares, beyond the registered capital of £20,250.

## NEXT WEEK'S EVENTS

JANUARY 19.—"Thirty Years of Opposed Piston Propelling Machinery," by W. H. Purdie. Thomas Lowe Gray Lecture to the Institute of Marine Engineers, Storey's Gate, St. James's Park, London, S.W.1. 5.30 p.m.

JANUARY 19.—"Launching of Ships," by R. S. Hogg. Institute of Marine Engineers, Junior Section, Falmouth Technical Institute. 7.30 p.m.

JANUARY 21.—"The Launching of Ships," by T. U. Taylor. Liverpool Engineering Society, 24 Dale Street, Liverpool. 6.0 p.m.

JANUARY 25.—"The Economic Aspects of Refrigeration in the Meat Trade," by J. A. Brewster. Institute of Refrigeration, at the Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, S.W.1. 5.30 p.m.

JANUARY 25.—Second anniversary meeting of the Thames Shipowners' Society, at H.Q.S. Wellington, Temple Stairs, London, W.C.2. 6.45 p.m.

JANUARY 26.—"Electronics in Naval Architecture," by Prof. L. C. Burrill and A. G. Boggis. N.E. Coast Institution of Engineers & Shipbuilders, Mining Institute, Newcastle-upon-Tyne. 6.15 p.m.





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# HOULDER LINE, LIMITED

## CESSATION OF MEAT SHIPMENTS

### Mr. Walter C. Warwick's Statement

THE ANNUAL general meeting of Houlder Line, Ltd., will be held on January 29 at the registered office of the company, 53 Leadenhall Street, London, E.C. The following is the statement by the chairman, Mr. Walter C. Warwick, which has been circulated with the report and accounts:—

I am glad it has again been possible to complete the audited accounts of the company within a very few days after the end of the year and I am, as customary, circulating this statement with the report of the directors and the balance sheet so that shareholders may have an opportunity of reading the chairman's address along with the detailed accounts.

#### Book Value of Fleet

A year ago the book value of our ships with additions at cost including payments on account of new tonnage amounted to £1,730,000. This year the corresponding figure is £1,814,000 which has been arrived at after writing £193,554 for depreciation and including £200,000 as further payments on account of the new general cargo ship under construction by Hawthorn, Leslie & Co., Ltd. Our trading investments show no change at £431,189. Our quoted investments (Government securities) show an increase of approximately £108,000 at £251,270, with a market value of £255,216. Our holding in tax reserve certificates is lower at £38,225. Cash on deposit with bankers at £500,000 compares with £400,000 a year ago. This increase represents accumulation of trading profits during the year which are retained on deposit pending further payments in respect to new tonnage. Sundry debtors on the one side and sundry creditors call for no particular comment or explanation.

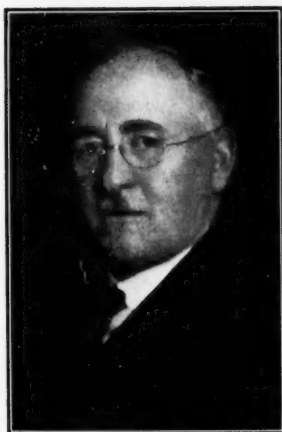
The trading account at £429,589 shows a reduction of only £25,500 compared to the previous year, but this is after taking into account a credit of £43,885, provision for doubtful debts no longer required, so that in effect the net profits achieved from the working of our ships shows a diminution of approximately £69,100 in comparison with 1949.

#### A Serious Loss

Many of you will be aware of the unfortunate developments experienced in connection with the trade agreement between this country and the Argentine which resulted in the total cessation of meat shipments from South America since the last week in July, 1950, and which has resulted in very serious losses of prospective revenue. Certain of our vessels were dispatched outwards with export cargo from this country on advices received from the Ministry of Food that meat cargoes would be available, expectations which were unfortunately not realised, and very heavy losses have been sustained in utilising these special refrigerator vessels for general cargo.

Fortunately, we have been able to minimise the serious effect of the breakdown of the trade discussions between the British and Argentine Governments by availing ourselves of facilities for utilising some of our specialised tonnage with our associated friends, Messrs. Shaw Savill & Albion Company in the Australasian trade, and Messrs. Furness Withy & Co. for fruit cargoes from the Pacific Coast. Because of these contacts with associated companies, we have been able in some measure to avoid the full effect of the suspension of meat shipments from South America and it is,

Mr. Walter C. Warwick, chairman of the Houlder Line, Ltd.



I think, a matter of real satisfaction and gratification that the substantial losses sustained have not been still more severe.

Discussions are taking place with the Ministry of Food in respect to what I regard as a very clear obligation of the Ministry of Food to pay reasonable compensation for the losses sustained in respect to vessels scheduled for presentation up to the end of September for meat loadings from the River Plate in order to cater for the indicated availabilities as advised to the shipowners by the Ministry of Food.

It is impossible for shipowners to carry on their business of maintaining a regular flow of tonnage to cater for specified requirements of our Ministry of Food (or indeed any other Supply Department) without recognition of obligation to pay adequate compensation if anticipated shipments do not become available, and the just claims of our company and the other interested shipowners will be vigorously pressed against the Ministry. Up to date, I regret to say we have made no progress in the prosecution of our claims against the Ministry of Food and all I can say at the moment is that anything that is recovered will be brought into account in the current year's trading.

#### Depreciation and Taxation

Depreciation written off ships as shown in the profit and loss account amounts to £193,554, but in addition I would draw your particular attention to the sum of £120,000 transferred from taxation equalisation account. This new item, I might explain, relates to the 10 per cent initial allowance in respect to payments made during the year for new tonnage. This particular account has been created for the express purpose of providing a fund to meet increased taxation that will fall due in later years because, as previously explained, the additional allowance merely has the effect of providing an immediate credit against taxation liabilities, but with the result that new tonnage is written off at a much earlier date and when the time arrives when no further depreciation is allowed against trading profits, the increased liability for taxation will be provided out of taxation equalisation account.

In other words, this new account represents a prudent provision for increased liabilities to be faced up to in the future. Because of the incidence of this initial allowance, our immediate liabilities are reduced but nevertheless absorb the substantial total of £126,000. After making provision for audit fees, directors' remuneration, and the payment of dividend on preference share capital, there remains a balance of £75,333.

The dividend of 7½ per cent, less income tax, recom-

mended by the directors, will absorb £22,688, leaving a balance of £52,645 to carry forward.

During the year we have had to absorb the substantially increased cost of oil fuel to which I referred last year and this additional expenditure during the period under review, amounted in round figures to £50,000, and having regard to all these various factors and especially the serious situation created by the cessation of meat shipments from South America I feel sure shareholders will share my personal satisfaction with the results that have been achieved.

#### New Ships

Shareholders will have noticed from the report of the directors, the company acquired in August last s.s. *Fort Ash* from the Ministry of Transport. This vessel has been renamed *Royston Grange* and should prove a useful and profitable addition to the company's fleet. We also, in December last, placed an order with Messrs. Bartram & Sons, Ltd., for a new general cargo motor ship of 10,950 tons deadweight with anticipated delivery early in 1953. It has not been possible to arrange a definite fixed price for this new ship in view of the general tendency to still further increases in the already high cost of new tonnage. One can only hope that the very general demand for increased wages may be kept within reasonable limits and the details of our contract arrangements should ensure delivery of this vessel at an all-in cost which, judged by present conditions, should not be extravagantly high, and, of course, it is on the long view essential that we continue the policy of orderly replacement of the company's fleet.

#### Obscure Situation

At time of writing the general situation is very obscure. We are still without any settlement of the trade agreement between this country and the Argentine, and the international situation is extremely disturbed, which renders any indulgence in prophecy highly undesirable. I can only, in very general terms, give every assurance to shareholders that their interests will be very carefully safeguarded, and with the continued loyal service from all employees both ashore and afloat which we have come to rely upon as a matter of course and which I am again delighted to have the opportunity of expressing appreciation to all concerned, I am convinced that our present difficulties are not insoluble.

Indeed, in the interests of this country and of the Argentine, it is essential that a mutually reasonable basis for resumption of full trading should be arranged at the earliest possible moment, and being naturally of an optimistic frame of mind I hope we shall all be able to meet again twelve months hence with perhaps an even more satisfactory balance sheet than is before us this morning and with the present difficulties a mere memory of the past.

#### Italian Trans-Atlantic Services in 1951

A total of 97 westbound and 94 eastbound crossings of the Atlantic (North and South) are scheduled by the Italia Shipping Company (one of the four shipping concerns controlled by the Finmare group) for its services between Italy and the Western Hemisphere in 1951. These 191 crossings will offer accommodation for 175,032 passengers, including 123,754 third-class passengers or emigrants. The services concerned are those between Genoa and New York (calling at Halifax), Genoa - Brazil - Montevideo - Buenos Aires, Genoa - Central America and Southern Pacific, Genoa (or Trieste) - Central America and Northern Pacific, and Trieste - Brazil - Montevideo and Buenos Aires. Should it prove possible to place in service the two 25,000-ton motor vessels *Giulio Cesare* and *Augustus* (now fitting out) some time in the second half of the current year, the total number of Atlantic crossings would reach 203, with accommodation for 188,288 passengers. In 1950, accommodation offered by the Italia Company was for 170,775 passengers. An innovation is the extension of the homebound services of the *San Giorgio* and *Santa Cruz* as far north as Trieste.

## BOOK REVIEWS

*Danish Shipowners Yearbook*, 1950. (Anthon Hoeg, Udbyhøj-Ørsted, Denmark.)

This is the first issue of a small yearbook giving details of Danish shipowners and their fleets, including only ships of over 500 tons deadweight, together with certain statistical information relating to Danish merchant shipping.

*Myhre's Handbook of Baltic and White Sea Loading Ports*, 1950-51. (J. Jorgensen & Co., 16 Krystalgade, Copenhagen. Price, £3 10s.)

Like its predecessors, this tenth revised edition contains full information about loading and discharging ports, with particular reference to the timber trade, in the United Kingdom and northern and western Europe from Belgium to Russia. It gives particulars of harbour conditions and facilities, pilotage and towage, port charges and all other expenses, including stevedoring costs. It gives lists of shipbrokers, stevedores and shippers, and contains a new feature giving information about airport facilities in the countries concerned.

*The International Mercantile Diary and Year Book*, 1951. (Syren & Shipping, Ltd., 28 Billiter Street, London, E.C.3. Price 30s., including *The Merchant Shipper* monthly.)

The purpose of this publication is to provide exporters with all the information they need regarding the documents required in international trade. The publishers have 35 years of experience in this matter of export documentary procedure and the volume is accepted as an authority by exporters everywhere. After a section covering Great Britain, every country in the world is dealt with in turn. All countries can be found easily by reference to the index and gazetteer. A useful collection of general data follows the diary section. A summary of the requirements of the principal countries for goods sent by bill of lading is also given.

*Handbuch der Werften*, 1950. (Schiffahrts-Verlag "Hansa," C. Schroedter & Co., Hamburg 11. Price DM15.)

This book, which is the first issue of a yearbook on German shipyards, is published by the proprietors of the German paper *Hansa*, and gives concise and useful information on the design of ships of all types and their propulsion plant. In the first part of the book (some 233 pages) various contributors, all authorities in their respective fields, have succeeded in giving a large amount of technical information, well chosen and well presented. There are chapters on the general aspects of naval architecture, on the determination of the propulsive power required (drawing on data established by Sir Amos Ayre), on the stability and trim of vessels, etc. In other chapters aspects of ships' survey and classification are treated in considerable detail. There is also an excellent chapter on the structural strength of ships, written by Dr. Ing. K. Schellenberger, which is based on lectures by Prof. Dr. Ing. G. Schadel. Welding and the use of light alloys are also discussed.

Data on a number of vessels of recent construction are given in a special chapter, dealing with German, American, Norwegian and Dutch vessels, but not with British vessels. The chapter devoted to steam propulsion plant is somewhat disappointing, while the chapters dealing with diesel plant contain much information on German diesel engines of all types. It is the intention of the publishers to give additional information in the annual volumes to follow, thus gradually building up a source of comprehensive information. The second part of the book gives a list of German shipyards and manufacturers of marine equipment. It is noteworthy that any reference, not only to German shipyards but also to German manufacturing firms behind the Iron Curtain, is completely absent.

## RECENT PUBLICATIONS

The Port of London Authority has published its *Handbook of Tide Tables, Particulars of Docks, Etc.* for 1951.

As usual, the *Tide and Speed Tables* for 1951 published by Kelvin & Hughes, Ltd., give tide tables and useful information for the main ports of the British Isles, various speed tables, and a good deal of other useful information.

The Transport Division of the Economic Commission for Europe has published its *Annual Bulletin of Transport Statistics for 1949*. It deals with road, rail and inland waterway traffic during the year, and is obtainable from H.M. Stationery Office (P.O. Box 569, London, S.E.1), price 3s. 9d.



# INLAND SHIPPING IN YUGOSLAVIA

GROWING IMPORTANCE OF THE DANUBE ROUTE

By E. A. BELL

BEFORE the war the Danube route had become of great importance in the economic relations between Yugoslavia and a number of other countries in continental Europe. Out of Yugoslavia's total exports in 1938, 15.31 per cent (by weight) used the Danube route, while in the same year 27.06 per cent (by weight) of her total imports came by the Danube. In 1938, the Yugoslav inland fleet consisted of 114 tugs totalling 36,000 h.p., 22 steam or motor propelled barges, 577 iron barges, 358 wooden barges, 33 passenger vessels (either steam or motor propelled), and more than 670 craft of various types. By far the largest group of these were on the Danube, while the balance was in service on the Sava, between Belgrade and Sisak, and on the Tisa, between the mouth of that river into the Danube, near Titel, and the Hungarian frontier to the east of Subotica. Owing to their limited-size locks the canals between the Danube and the Tisa were available to smaller craft only.

Before the war (1938) the number of passengers conveyed over the Yugoslav inland waterways totalled 1,645,000, exclusive of passengers on the Danube who crossed Yugoslavia in transit only. Far more important, however, than the passenger traffic was the movement of goods on the inland waterways. This reached 5,050,400 metric tons in 1938, of which 435,100 metric tons accounted for imports, 635,300 metric tons for exports, 2,260,000 metric tons for the home traffic, while the balance of 1,720,000 metric tons represented traffic in transit on the Danube. In this latter total the upstream traffic, totalling 1,410,000 metric tons, was most conspicuous.

## Wartime Damage

The Yugoslav inland fleet suffered considerable damage during the war years 1941-45. Only 9½ per cent out of its total of 2,072 vessels was found to be available in October 1944. In all, 832 craft, including 309 barges and 120 barges for the transport of timber, as well as 134 tugs and passenger ships, had been sunk. Seventy per cent of the total loading capacity and 76 per cent of the engine capacity had been lost. The Danube shipyard at Ada Ciganlija (near Belgrade) had been destroyed by air raids, and the repair yard at Cukarica (on the Sava, about 2½ miles from Belgrade) had been heavily damaged. The damage to Yugoslav inland shipping during the war years has been valued at 1,400,000,000 Dinars, something like £10,000,000 at the present rate of exchange. This does not include the loss of shipping receipts from 1941 to 1945, though it covers the abduction of a considerable part of its Danube fleet by the Germans. The disadvantage in this connection was increased by the poor state of repair into which the vessels concerned had fallen before they were released by the Americans.

Immediately after the war the resumption of inland shipping was of vital importance to Yugoslavia in view of the greatly lowered transport potential of her war-wrecked railway system. The problem did not consist simply in the rehabilitation of those vessels which had been found afloat, because the freeing of the waterways, in the first instance of the Danube, from sunken vessels constituted a task of not lesser magnitude. During 1944 and 1945, 28 vessels, nine dredgers, 36 motor-propelled barges and 91 barges of other types, apart from 58 timber barges and 70 craft of various types, were lifted from the bottom of the Danube, the Sava and the Tisa. This included the large passenger vessel *Rijeka*, which was restored to service in August 1948. The greatest achievement was the lifting of the numerous vessels which had been sunk in the winter harbour of Bezanija (to the north of Zemun, some 3 miles to the north of Belgrade). In

normal winters, with the Danube icebound generally from early in December to early in March, the Bezanija winter harbour used to provide shelter to some 200 vessels. After the war, the harbour was found totally blocked by vessels lying on its bottom. To avoid the loss of valuable time, as well as the considerable expenditure which the lifting of so many ships would have entailed, an original method was resorted to in order to deal with the situation. The entrance to the winter harbour was walled in and the water pumped out from the huge basin. Temporary repairs to the ships on the dry bottom of the harbour enabled the vessels, after the readmission of the water, to float and to be taken to the shipyards for permanent repairs. Between 1946 and the end of 1950, vessels with a loading capacity of 28,151 metric tons were salvaged. These included also certain non-Yugoslav ships, to prevent them from constituting a danger to navigation. The Yugoslav passenger vessels *Kajmakalan*, *Bosna*, *Cetinje*, and *Kraljevic Marko* (the latter re-named *Slovenija*) were among the lifted ships.

## Vessels Now in Service

By the end of 1946, Yugoslavia had recovered her 180 inland vessels which had been abducted by the Germans, and which had been held back by the British and U.S. authorities of occupation on a section of the Danube between Linz in Austria and Regensburg in Bavaria. They were gradually put into service up to the end of 1948.

At the present time, the following vessels of the Yugoslav prewar inland fleet are again in service: approximately 40 tugs, and 321 dry-cargo and tank barges totalling 200,000 metric tons capacity. In addition there are 11 passenger vessels accommodating 3,600 passengers. The latter vessels include the steamship *Beograd* (ex-*Karadjordje*), repairs to which were completed late in 1947, and *Zagreb*. The latter is not the *de luxe* vessel *Zagreb* which, sunk in the winter harbour of Novi Sad in 1944, was not raised until October, 1950. There is also the new passenger vessel *Krajina*, completed at the Cukarica shipyard in October 1949. Before the discontinuance of shipping owing to ice conditions two main passenger services were in operation, from Belgrade to Prahovo, the easternmost Yugoslav Danube port, in eastern Serbia, close to the Bulgarian frontier (180 miles from Belgrade), and from Belgrade to Vukovar (to the south of the confluence of the Danube and Drava, 104 miles from Belgrade). In addition, there were a few local services in the Belgrade area and on the Tisa river. On an average, 8,000 passengers a day were conveyed during the summer of 1950.

## Foreign Trade on the Danube

The greatest advantage, however, which Yugoslavia derives from the Danube lies in the fact that this waterway constitutes the cheapest means of bulk transport to and from Central and Eastern Europe. This explains the strenuous efforts made by Yugoslavia after the war to remove both the physical and political obstructions which prevented the resumption of her Danube services with other countries. In this connection, an agreement was reached early in 1950 with the Soviet Union, as the latter, in addition to being a riparian state on the Danube (on its section to the east of the Prut river), controls the Danube also through Roumania, Bulgaria, Hungary, Czechoslovakia and the Russian occupation authorities in Austria, thus having a say in all Danube traffic to the east of the German frontier.

Ice conditions having been particularly favourable, the first Yugoslav convoy (two motor tugs towing six

barges loaded with 2,700 metric tons of copper ore and pyrites) reached Vienna on its way to Linz and Regensburg as early as January 9, 1950. This was the first Yugoslav Danube transport to Germany since 1941. Coal from the Ruhr was the return load. During the first quarter of 1950, 260,000 metric tons of coal and coke from the Ruhr reached Yugoslavia by way of the Danube. Yugoslav cereal shipments to Germany by the Danube route, resumed in the spring of 1950, were discontinued at a later date because of the bad crop in Yugoslavia, resulting from prolonged drought. On the other hand Yugoslav timber has been increasingly shipped to Germany.

To further the traffic possibilities the Yugoslav State Danube Shipping Co. has established its own offices at Vienna, Linz and Regensburg. There was temporary trouble in June 1950, when, according to a Yugoslav note to the Soviet Union, Yugoslav shipping in transit through Austria was being delayed by Soviet demands for full particulars concerning ships and their loads a considerable time in advance, followed by meticulous Russian inspection in Austria, entailing further loss of time and heavy extra expenditure. A satisfactory solution has been found to this, as well as to further difficulties which arose through Soviet warships manœuvring in the Danube.

In the home traffic the main categories of goods using the waterways are coal from Bosnia (on the Sava river), mineral oil and derivatives, firewood from Slavonia (on the Sava river), building stone from the Golubac quarries, 82 miles to the east of Belgrade, and gravel from the Dubravica area (38 miles to the east of Belgrade).

Despite the limited number of vessels available in

1945, inland shipping in that year conveyed 541,482 passengers and 953,670 metric tons of goods. This compares with 767,877 passengers in 1939. From 941,745 passengers in 1947, the number increased to 1,190,000 in 1948, exceeding by 1.9 per cent the total envisaged by the Five-Year Plan for that year. The goods traffic reached 2,747,500 metric tons in 1948, i.e., 78½ per cent of the total of 3,500,000 metric tons planned for 1951, originally the final year of the Five-Year Plan (the latter having recently been extended by one year). Also, in 1948 the carriage of goods traffic totalled 728,000,000 ton-kilometres, i.e., 52 per cent of the performance fixed for 1951 (1,400,000,000 net ton-kilometres). These results have since been exceeded.

### Worshipful Company of Shipwrights

The Court of the Worshipful Company of Shipwrights was entertained at lunch by the Lord Mayor on Thursday at the Mansion House. At a subsequent meeting of the Court, which was presided over by Sir Stanley Goodall, the Prime Warden, the following officers were elected for the year commencing on May 1: Prime Warden: Mr. Geoffrey Parsons; Renter Warden: Sir Harold Flannery; Second Warden: Mr. Philip Runciman; Third Warden: Sir G. Leighton Seager; Sir W. Lacon Threlford was elected honorary treasurer, Mr. Gilbert Findlay, honorary clerk, and Mr. R. J. Lake was elected Beadle for the ensuing year.

IN THE Great Lakes shipping season that has ended, more than 78 million tons of cargo was carried, compared with 69 million tons last year and 82 million tons in the record season of 1948, when the winter was unusually late.

## Marine Casualties in 1950

Liverpool Underwriters' Association Statistics

THE accompanying tables have been compiled by the Liverpool Underwriters' Association. They concern total and partial losses to British and foreign steam and motor vessels of 500 tons gross and over. Table I shows the number, gross tonnage and nationality of such vessels totally lost during 1950 and the preceding year, while Table II classifies the results for 1950 according to the nature of the casualty and whether it was a partial or total loss. Comparative totals for the three previous years are also given in Table II.

It will be seen that the total gross tonnage of marine losses in 1950 aggregated 240,283 tons, compared with 223,898 tons in 1949. The figure for 1948 was 198,178 tons gross. Whereas the gross tonnage of casualties has increased each year, the reverse applies to the number of such casualties, the total, both partial and total losses, amounting to 7,739 in 1948, 7,063 in 1949 and 6,873 in 1950. Further comment on these tables is made on page 96 of this issue.

TABLE I.—NUMBER, TOTAL GROSS TONNAGE AND NATIONALITY OF STEAM AND MOTOR VESSELS OF 500 TONS AND UPWARDS TOTALLY LOST THROUGH MARINE CAUSES

Nationality	1950				1949			
	No.	T.G.	No.	T.G.	No.	T.G.	No.	T.G.
British Commonwealth	3	8,915	15	50,455	6	24,315	28	80,503
Foreign—								
America, U.S.	—	—	2	2,560	1	852	1	7,196
Belgium	—	—	2	7,810	1	1,301	6	11,488
China	—	—	3	6,150	—	—	—	—
Denmark	—	—	2	4,205	1	780	—	—
France	1	7,096	2	1,405	—	—	1	777
Germany	—	—	3	14,571	—	—	2	9,264
Greece	—	—	1	2,130	1	921	—	—
Holland	—	—	2	5,088	1	526	—	—
Italy	1	7,011	2	4,982	2	1,801	8	9,893
Japan	—	—	7	10,742	5	8,787	6	7,969
Norway	8	26,420	7	10,742	5	8,787	6	7,969
Panama	—	—	5	27,163	—	—	6	14,695
Spain	1	531	2	4,775	—	—	3	6,713
Sweden	—	—	1	1,140	2	6,319	2	3,388
Other countries	6	8,606	15	34,569	4	5,736	10	20,129
Totals	22	62,541	66	177,712	25	51,883	73	172,015
Mine losses not included in above	—	—	—	—	—	—	—	—
British Commonwealth	1	945	9	13,746	—	—	4	8,501
Foreign	—	—	—	—	—	—	—	—
Totals	1	945	9	13,746	—	—	4	8,501

\* These losses and 2 steamers of 3,257 tons gross included in Foreign Steam were lost in Chinese waters.

TABLE II.—CLASSIFICATION

Nature of Casualty	British Commonwealth				Foreign				Results		
	Total Loss	Partial Loss	Total Loss	Partial Loss	Total Loss	Partial Loss	Total Loss	Partial Loss	Total Loss	Partial Loss	Total Loss
Weather damage	—	54	—	213	—	101	—	480	—	858	858
Foundering and abandonments	—	—	—	—	3	14	—	19	—	19	19
Strandings	3	74	7	237	7	158	25	535	42	1,004	1,046
Collisions	—	120	1	339	—	224	5	588	6	1,271	1,277
Fires and explosions	—	35	5	112	9	72	6	169	20	388	408
Missing	—	—	—	—	—	—	—	—	—	—	—
Damage to machinery, shafts and propellers	—	248	—	418	—	284	—	496	—	1,446	1,446
Other casualties	—	159	—	477	—	309	1	873	1	1,818	1,819
Totals—1950	3	690	15	1,796	19	1,148	51	3,141	88	6,785	6,873
1949	6	662	28	1,848	19	1,110	46	3,344	99	6,964	7,063
1948	3	608	11	2,060	11	1,004	46	3,996	71	7,668	7,739
1947	1	544	27	2,009	15	854	71	3,882	114	7,289	7,403
Mined, not included in above	—	—	—	—	—	—	—	—	—	—	—
Totals—1950*	—	2	2	6	1	2	7	10	7	17	27
1949	—	1	1	5	—	5	9	4	4	20	24
1948	—	2	3	3	—	5	6	10	9	18	27
1947	—	1	3	5	4	8	14	12	22	28	50

\* Of these, 2 British steamers total loss, 2 British steamers partial loss, 1 foreign motor vessel total loss, and 2 foreign steamers total loss occurred in Chinese waters.



# Scandinavian cruise



The gas turbine propelled Motor Torpedo Boat "5559" (formerly "M.G.B. 2009") recently completed an extensive tour of Scandinavian ports, including those shown on the left.

This cruise formed part of the endurance running of the  
**METROVICK GAS TURBINE**



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## Improvements in New Tanker

### Features in Sister Ship to "San Silvestre"

It is now more than a year since the Eagle Oil & Shipping Company's 15,500-ton, d.w., turbo-electric tanker *San Silvestre* entered service. Experience with this vessel coupled with subsequent development has led to certain modifications in the engineroom design of her sister ship *San Salvador*, and to the introduction of more efficient governor gear. Further improvements have also been made in the waste heat recovery arrangements. Both vessels have single screws and are powered by 126 r.p.m., 9,000 s.h.p. salient pole marine propulsion motors and a single 1,000 h.p. G.E. Fraser & Chalmers high-pressure turbine direct coupled to a G.E.C. three phase 3,320-volts alternator. Steam conditions are 475 lb. per sq. in. superheated to 775 deg. F. None of the improvements has involved any major alteration of the main propulsion units. One of the main alterations to the design of the *San Salvador* has been the extension of the engine room of the *San Salvador* into surplus bunker space, thus giving better access behind the boilers and an improved firing floor area in front of the boilers and round the forward end of the turbines.

### Speed Governor Gear

The speed governing gear for the main propulsion turbine of the *San Salvador* now shows an improvement in both performance and security over that of the *San Silvestre*. A new type of emergency overspeed governor has been devised, with better tripping and resetting characteristics. Instead of two tripping governors in parallel, a vertical spindle centrifugal governor acts as the first overspeed device by moving an oil pilot valve which admits oil under the governor relay pressure to a piston and displaces the speeder piston to the emergency main steam emergency and throttle valves when the speed rises to a maximum. Only if this fails does the tripping governing operate. The normal speed control has been improved to eliminate the speed change between no-load and full-load by interposing a self-restoring pressure relay similar to that used in Fraser & Chalmers pass-out turbines working to constant pressure. With this device any particular setting of the speed control gives the same alternator speed whether it is running at normal or emergency speed. The speeder piston can be varied to suit the average sea conditions and give steady governing of speed with a quick response to all movements of the speed control wheel.

The vacuum trip on the *San Silvestre* comprises a spring-loaded metallic bellows acting direct upon emergency tripping levers. To eliminate frictional effects an oil pilot valve and piston have now been interposed to apply a larger tripping force to these levers. This pilot valve and piston will also trip the emergency gear if the relay oil pressure

falls off, thus ensuring that the relay gear throughout, if it fails, will always fail to safety. The mixed pressure governing gear on the 400-kW auxiliary turbo generators has been improved with a slight alteration to the control pilot valves.

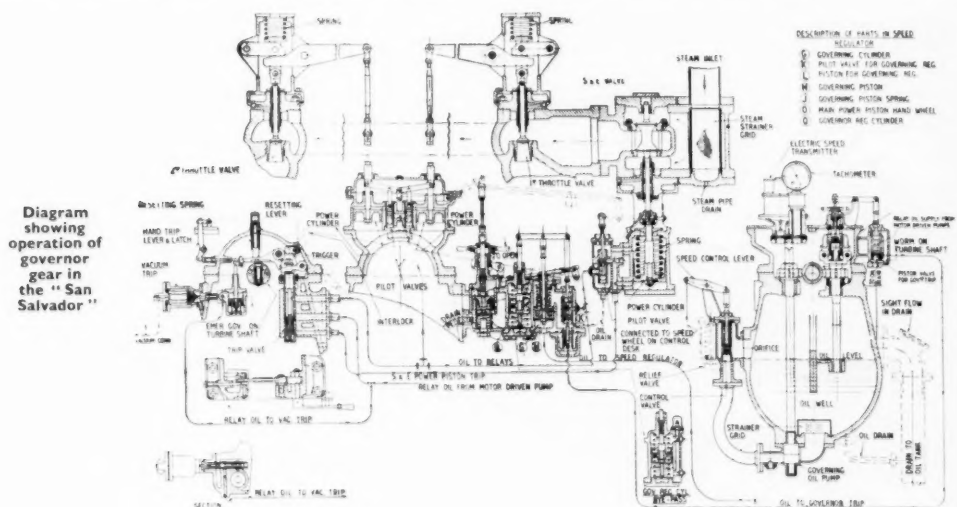
Although the *San Silvestre* is considered remarkable for the extent to which use has been made of various means for the recovery of waste heat, further improvements in the disposal of the steam pipe drains have been possible in the *San Salvador*. In general, these are taken into the first feed water heater flash box, so that both heat and distillate are recovered. Automatic valves have been added to the circulating water system of the 400 kW turbo-generators to provide water from the main circulating pump delivery. Although the injection valve sea water inlets are sometimes uncovered in heavy weather with consequent loss of suction, the new arrangement keeps the auxiliary sets primed and operating to satisfaction. To meet the generally increased load required for additional forced ventilation under tropical conditions, the 110 volts supply has been enlarged: the motor generators are now 50 kW, instead of 30 kW as in the *San Silvestre*, and the standby diesel generator is increased from 100 to 150 kW.

The complete turbo-electric propulsion and engineering electrical auxiliary equipment, except for certain specialised items, has been designed and manufactured by the G.E.C.

## Heat Treatment Group

For many years Standard Telephones & Cables, Ltd., have manufactured machines and equipment for the specialised heat processing of materials used widely in industry. As the sole users of the equipment which they make, they can claim to have considerable knowledge of the subject, and so, to this knowledge and experience can be placed at the service of other industrial concerns, the firm has formed a heat treatment group as a part of its Industrial Supplies Division, located at Footscray, Kent. A well equipped laboratory is available and manufacturers are invited to send their problems for investigation. The result of an investigation will be embodied in a report, with recommendations as to method, type of equipment and approximate price. Purposes for which equipment has recently been supplied include hardening small tools and agricultural implements; brazing of cycle frames, kettle elements, hand-bag frames, jewellery; the soft soldering of lugs on to cables and pipe joints; special machines for automatic armature soldering and the sealing of containers in vacuum; and the preheating and softening of plastic material.

MARINE ORDERS booked by British Polar Engines, Ltd., towards the end of last year, included auxiliary equipment totalling some 680 h.p. for ships building for the New Zealand Shipping Company by John Brown & Co., Ltd.





## THE STEAMSHIP "MANAAR"

15-KNOT TURBINE-DRIVEN BROCKLEBANK CARGO LINER

THE 15-knots cargo liner *Manaar*, the latest addition to the fleet of Thos. & Jno. Brocklebank, Ltd., Liverpool, recently completed successful trials on the Clyde and has now entered into the company's service. Built by Wm. Hamilton & Co., Ltd., Port Glasgow, and engined by David Rowan & Co., Ltd., Glasgow, this 8,996 tons gross vessel has spacious and attractively decorated and furnished accommodation for six passengers. The vessel is constructed to comply with the requirements of Lloyd's Register for Class 100 A1, and special precautions have been taken in the holds and tweendecks to avoid damage to the cargoes through sweating.

As can be seen from the accompanying drawings, the *Manaar* is of conventional three-island design with bridge, poop and fore-castle, and has a well-raked stem and cruiser stern. The principal dimensions are as follows:—

Length b.p.	480 ft.
Breadth moulded	66 ft. 9 in.
Depth moulded to upper deck	36 ft. 6 in.
Draught	27 ft. 9 in.
Gross tonnage	8,996 tons
Service speed	15 knots

Special attention has been paid to the arrangement, ventilating and furnishing of the passenger and crew accommodation. The passengers' three double-berth staterooms are arranged on the bridge deck along the port side. These rooms are especially well appointed, each having a private bathroom and completed in a different scheme of panelling and furnishing. Also on the bridge deck, and forward of the staterooms, is the large dining saloon with a seating capacity for 26 persons. Double sliding doors connect the dining saloon with a spacious smokeroom which has a cocktail bar. At the after end of the bridge deck is a recreation room for the deck and engineer officers which has double french windows forming a verandah. Accommodation for four cadets together with their mess and toilet facilities is provided on the boat deck, while the accommodation for the petty officers on the upper deck amidships is also of a high standard. The captain and chief engineer each have a suite of large rooms, that of the captain being on the navigating bridge while the chief engineer's is on the after end of the bridge deck. Each suite comprises a dayroom and bedroom entered from a lobby, and a bathroom. The doctor's cabin is on the bridge deck, on the port side, while the hospital is arranged on the same deck but on the starboard side. Thermotank heating and ventilation is provided throughout the accommodation.

### Precautions Against Sweat Damage

The cargo handling arrangements have received special attention to ensure high efficiency. There are six cargo hatches, two on the upper deck forward of the bridge, and three on the upper deck aft, while No. 3 hatch is trunked from the boat deck. Nos. 2, 3 and 5 hatches are each served by four 10-ton derricks, No. 2 hatch having an additional 50-ton derrick. Nos. 1 and 6 hatches are each served by two 10-ton derricks, while No. 4 is equipped with two 5-ton derricks. All derricks are served by 3-ton steam-operated winches except at No. 2 hatch, where two 5-ton geared steam winches are fitted for use in connection with the heavy

derrick. All winches are of the latest design by John Lynn & Co., Ltd., while the steam windlass is by Clarke, Chapman & Co., Ltd.

The insulated cargo spaces, totalling about 28,000 cu. ft., are situated in Nos. 4 and part of No. 5 tweendecks, and provision has been made for extending this to Nos. 2 and 3 tweendecks if required at a later date. The refrigerating machinery, situated in a compartment on the upper deck abaft the engine casing, comprises three independent units consisting of two-stage ammonia compressors, electrically driven. This machinery, supplied by J. & E. Hall, Ltd., is capable of maintaining a temperature of 10 deg. F. in the chambers, and also of producing 100 lb. of ice daily.

In the cargo holds and tweendecks special precautions have been taken to avoid undue sweating, etc., and this is handled by Thermotank's "Drihold" system. This arrangement for protecting the cargoes from sweat damage is the outcome of considerable experience by the shipowners of this problem with the collaboration of Thermotank, Ltd. Extensive surveys and research have been carried out by officials and the crews of the Brocklebank fleet over a number of years to enable data to be collected as to the best system and methods of operation to ensure that sweat damage is reduced to the minimum. An account of the climatic conditions under which Brocklebank ships operate, the effect on particular cargoes, the research carried out and the knowledge accumulated on the prevention of sweat damage in cargo spaces was given recently in a paper by Lt. Col. Austin G. Bates, a director of Thos. & Jno. Brocklebank, Ltd., before the North-East Coast Institution of Engineers & Shipbuilders, extracts from which appeared in THE SHIPPING WORLD of November 8, 1950.

The steering gear, of the electro-hydraulic type by Hastie & Co., Ltd., has two electric motors directly coupled to Hele-Shaw hydraulic pumps serving two sets of duplicate hydraulic ram cylinders. The gear is controlled by a MacTaggart Scott-type solid ram telemotor, with emergency steering standard provided on the poop house top.

### Main and Auxiliary Machinery

The main propelling machinery comprises a single-screw set of steam turbines consisting of one high-pressure, one intermediate and one low-pressure unit connected to the propeller shafting through single-reduction gearing. Astern turbines are incorporated in the intermediate and low-pressure ahead cylinders. Steam to the turbines is supplied from three single-ended cylindrical boilers, each 17 ft. in diameter and 12 ft. 6 in. long and having a working pressure of 260 lb. per sq. in. The boilers are arranged to work on Howden's system of forced draught, with air heaters and smoketube superheaters of the Superheater Company's design, giving a steam temperature of about 600 deg. F. The boilers are arranged for oil burning on the Todd system, with variable capacity burners of the latest design. Clyde soot blowers are fitted.

The principal engineering auxiliaries are electrically driven, the power being supplied by three steam-engine







driven generators, each of 175 kW 220-volts D.C. and running at 450 r.p.m. Steam-driven pumps include the turbo feed pumps, supplied by G. & J. Weir, Ltd., who also supplied the standby oil fuel transfer pump, while the two 7 x 8-in. vertical duplex sanitary and fire pumps were supplied by Thom, Lamont & Co., Ltd. Drysdale & Co., Ltd., supplied the electrically driven ballast pump, bilge pump, general service pump, the fresh water and sanitary pumps for their "Pneupress" system, the main circulating, main oil fuel transfer pumps and the three vertical, forced lubrication oil pumps. The machinery is arranged to operate on the Weir closed feed system with regenerative feed heating in two stages to utilise the dynamo exhaust and steam extracted from the main turbines. The lubrication of the turbine bearings and other main components is arranged on a pressure system with a gravity supply to come into use in emergency.

Special attention has been paid to the ventilation of the machinery space, and the turbine glands are arranged on an aspirated system to provide the most comfortable working conditions in the engine room.

### Two Tanker Launches on Tyne

TWO TANKERS, both for the British Tanker Co., Ltd., were launched within 15 minutes of each other at Tyne yards on January 8. The first launch was from the Walker yard of Swan, Hunter & Wigham Richardson, Ltd., the vessel being the *British Viscount* of 12,150 tons deadweight. After the christening ceremony, which was performed by Mrs. H. S. Gibson, wife of Mr. H. S. Gibson, managing director of the Iraq Petroleum Co., Ltd., Mr. J. W. Elliott, chairman of the shipbuilders, said that to build 39 ships for one company was a wonderful record, remarking that the 40th ship would be launched in May. This vessel, of 25,000 tons d.w., was to be named *British Bulldog*. The *British Viscount* has a length overall of about 490 ft., a length b.p. of 468 ft. 5½ in., a breadth moulded of 61 ft. 9 in. and a depth moulded of 34 ft. 1 in. Two longitudinal oiltight bulkheads with transverse bulkheads divide the hull into 27 separate oil compartments. To be supplied by the shipbuilders, the propelling machinery will consist of a 4-cylinder Doxford-type diesel providing a speed in service of 11½ knots.

The other launch was that of the *British Seafarer*, 16,000 tons d.w., which was launched by Lady Hermione Cobbold, wife of Mr. C. F. Cobbold, Governor of the Bank of England, from the yard of R. & W. Hawthorn, Leslie & Co., Ltd. The *British Seafarer*, larger than the *British Viscount*, has a length overall of about 547 ft., a breadth moulded of 69 ft. 6 in. and a depth moulded to upper deck of 37 ft. 6 in. The cargo space is divided into nine main oil tanks, subdivided by two longitudinal bulkheads, making 27 separate oil compartments. She will be propelled by a single screw driven by a 6-cylinder Doxford-type diesel developing 6,400 b.h.p. at 115 r.p.m., built by the shipbuilders.

### ROUND THE SHIPYARDS

Work in Progress in Northern Ireland

By THE SHIPPING WORLD'S Own Correspondent

THE FIRST launch of the year from Harland & Wolff's yard at Belfast took place on January 12. The ship was the *Dalfonn*, an oil tanker of 21,000 tons d.w. for Sigval Bergesen & Co., Stavanger, the second of five ships of this large capacity ordered from the builders by Norwegian owners. The first, *Fred Olsen* & Company's *Bolette*, has just been delivered from the Belfast yards and a sistership is under construction at Govan. The other ships of the series, both of which will be launched this year, are for Sigurd Herlofson & Co., and Lorentzen's Rederi Co. The *Bolette* is engined by one of the latest Harland-B. & W. opposed-piston, eccentric-type diesels, and has the unusual distinction of a figurehead in bronze which takes the form of Venus rising from the sea.

Harland & Wolff have also completed at Belfast the passenger and cargo liner *Lyron* (10,125 tons) for Alfred Holt & Company, and in so doing have brought to an end a programme of work for these owners extending over five years. The *Lyron*, which carries 29 passengers and has two insulated and four dry-cargo holds, is the third ship built at Belfast for the Blue Funnel Line's Australian service.

Only two ships from last year's output remain at the fitting-out wharves, the whale factory ship *Juan Peron*, and the oil tanker *Ringard* (12,000 tons d.w.) for Mr. Olav Ringdal, Oslo. In addition to the *Dalfonn*, however, another Norwegian oil tanker of 12,000 tons d.w. for Moltzau & Christensen will be launched shortly.

The aircraft carrier *Eagle*, launched five years ago, is now nearing completion. In consequence it has become necessary to pay off some of the unusually large number of electrical workers engaged on board. Owing to the prospect of some unemployment, the Electrical Trades' Union has placed restrictions on overtime working and there has been a short stoppage.

At the start of the year there were known to be building or on order in the Belfast yards 20 ships of about 200,000 tons gross, but it is thought that a number of contracts have not yet been announced. On the engineering side, Harland & Wolff are to supply diesel engines for three ships placed recently by Alfred Holt & Company at Dundee and on the Tyne.



At the launch of the motor tanker *British Seafarer*, the party included (left to right) Mr. H. B. Robin Rowell, chairman of the builders, Lady Ridley, Mrs. B. R. Jackson, Mr. B. R. Jackson, director of the British Tanker Co., Ltd., Lady Hermione Cobbold, who performed the ceremony, and Lord Ridley, director of the builders.





**Passenger and Cargo Motorship "Tjiwangi"**

The first of two sister ships, the *Tjiwangi*, has been delivered to the Royal InterOcean Lines, of Amsterdam, by C. van der Giessen & Zonen's Scheepswerven, Krimpen a/d IJssel. She is a passenger and cargo motorship of 8,627 tons gross, with a deadweight capacity of 6,165 tons. Her principal dimensions are 479 ft. 5 in. length o.a., 62 ft. 4 in. breadth moulded, 36 ft. 6 in. depth moulded to C deck and 23 ft. 7 in. maximum draught. A service speed of 16 knots is maintained by two 8-cylinder four-stroke single-acting diesel engines, supplied by Werkspoor, of Amsterdam, which develop a total of 6,700 b.h.p.



**Cargo Liner "Kungaland"**

Of 4,900 tons gross, the single-screw motor cargo vessel *Kungaland* has been completed for Angl. A/B Tirfing, of Gothenburg, by Eriksbergs Mek. Verkstads A.B., Gothenburg. She carries a deadweight of 8,975 tons on a draught of 25 ft. 2½ in. and has dimensions of 420 ft. length b.p., 58 ft. breadth moulded and 37 ft. 6 in. depth moulded. The five cargo holds, with a similar number of hatches, are served by fourteen 5-ton derricks, four 7½-ton derricks and one 20-ton derrick. The single screw is driven by a 6-cylinder B. & W. diesel of the two-stroke single-acting type. Supplied by the shipbuilders, the engine provides the vessel with a loaded speed of 14½ knots.



**Hundredth Tanker from Gotaverken**

The hundredth tanker to be built Gotaverken A.B., Gothenburg, was delivered to her owners, Skibs A/S Ekspress (Sigurd Herlofson & Co. A/S), of Oslo on December 22, 1950. She is the motorship *Tank Baron*, a vessel of some 8,350 tons gross with a deadweight of 12,600 tons. Her dimensions are 485 ft. 1½ in. length o.a., 59 ft. breadth moulded and 35 ft. 6 in. depth. Her 6-cylinder two-stroke single-acting Gotaverken diesel engine of 5,300 i.h.p. provides her with a loaded speed of 13 knots.

## NEW TYPE OF DOCKSIDE FENDER

INSTALLATION IN PERSIAN GULF PORT

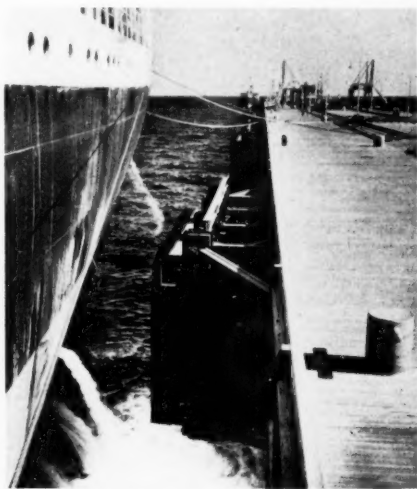
THE BERTHING of ships in bad weather is an ever-present cause of anxiety to shipowners, and there has long been a need for a form of fender that absorbs more of the shock of impact than the ordinary timber fender. The prevailing method of relying on timber or coiled rope for protection has never been an entirely satisfactory way of preventing damage, and even though the addition of helical springs or rubber buffers between fender and dock has given greater resilience, it has never provided a complete answer to the problem. There was still a risk of a vessel damaging, not only her own hull, but also jetties, piers, wharves and landing stages either by riding against them or fouling the structures.

During her maiden voyage to the Persian Gulf, in September, the Shell tanker *Velutina*, 28,000 tons d.w., called in at the port of Mena-al-Ahmadi, in Kuwait, where she used a new type of suspended fender, which is designed to swing both inwards and upwards in response to the pressure exerted on them by a ship, thus providing a much greater shock absorbing capacity than previous types of fenders. The suspended or gravity fender was invented by Professor A. L. L. Baker, of the Imperial College of Science, London, and was first used, in a modified design, on the jetty attached to Shell's refinery installations at Heysham, Lancashire. It was also fitted to the Mulberry harbours used off the coast of Normandy.

### Technical Description

The loading jetty at Mena-al-Ahmadi is T-shaped, the extension from the shore being 4,140 ft. long. The northern arm is 2,800 ft. in length and the southern just under half that length. As the coast is exposed, and frequently subjected to high winds, the suspended fender was adopted as giving the maximum protection to the jetty and to ships

inward path, the amount of movement depending on the magnitude of the blow. The amount of energy absorbed is proportional to the weight of the fender and the distance it is raised. The force transmitted to the structure is pro-



Another view of the "Velutina" alongside at Mena-al-Ahmadi. The fenders can be seen between ship and jetty



A stern view of the Anglo-Saxon Petroleum Company's tanker "Velutina," 28,000 tons deadweight, berthed at the loading pier at Mena-al-Ahmadi

using it. There are 44 sets of fenders placed at intervals of from 135 to 165 ft. Each unit consists of three cylinders, just over 21 ft. high with a diameter of 6 ft., which are filled with concrete and together weigh about 50 tons. The fender is suspended by two upper and two lower links or chains to the side of the jetty. The seaward side of the fenders is faced with 14-in. timbers. A blow impinging on the face of the fender causes the latter to take an upward and

portional to the amount of inward movement and also to the kinetic energy of a vessel striking the fender. It is considered that these fenders are capable of absorbing a pressure of about 200 tons from a ship coming alongside the jetty, the cushioning effect safeguarding vessel and jetty alike.

### New Calculating Machines

A completely new range of "Brunsviga" calculating machines is being marketed in Great Britain by Block & Anderson, Ltd., of 58-60 Kensington Church Street, London, W.8. Models are available in product capacities ranging from 13 to 20, speed of working being considerably increased by single-hand operation and automatic transfer. These machines justify their position in the class of higher priced calculator, by their numerous material advantages and high degree of workmanship in basic construction. Among the more obvious features recommending them are the check register for straight-line reading of values set on the machine; revolution register with complete tens' transmission for short-cut multiplication and division; automatic switchover from plus to minus; single-lever clearance of all registers with carriage in any position; independent direct setting of values into product register of Model 20; and general ease and balance in operation.

MORE THAN 104,000 vehicles were exported by the Nuffield group of motor companies in 1950, an increase of nearly 80 per cent on 1949. The foreign earnings of the group during the year amounted to over £35 million, of which about one-third was in hard currency.

THE TANKER *Ficus*, of the Anglo-Saxon Petroleum Co., Ltd., at present under repair at North Shields, is to be used as a mobile bunkering ship at Gibraltar. The vessel was built on the Tees in 1942 as the *Empire Grenadier*. At Gibraltar she will replace the 34-years old *Trigonia*.

## NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shipowners	No. of Ships	Type	Approximate Tonnage		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
			Gross	Deadweight						
Alfred Holt & Co.	1	Cargo liner	—	9,000	—	—	B. & W. diesel	—	Harland & Wolff	Caledon S.B.
West Hartlepool S.N. Co.	2	Drifter-trawlers	—	—	84 b.p.	—	Diesel	207 (each)	Mirrlees, Bickerton & Day	Richard Dunston, Thorne
West Hartlepool S.N. Co.	1	Trawler	—	—	100 b.p.	—	Diesel	350	Crossley Bros.	Richard Dunston, Thorne
Alfred Holt & Co.	2	Cargo liners	8,300 (each)	—	487 62 35.25	—	B. & W. diesel	—	Harland & Wolff	Vickers-Armstrongs, Walker Furness S.B.
British owners	1	Tanker	—	24,500	—	—	Doxford diesel	—	—	Furness S.B.
British owners	2	Tankers	—	18,000 (each)	—	—	Doxford diesel	—	—	Furness S.B.
Wihl, Wilhelmien, Oslo	1	Tanker	—	16,800	—	14	Sin.-scr., 6-cyl. Harland, B. & W. diesel	7,300	Kincaid	Lithgows
Johan Gerrard, Kristiansand S.	1	Tanker	—	16,500	—	—	Diesel	—	—	Wm. Hamilton
Erling H. Samuelsen, Oslo	1	Tanker	—	18,250	—	—	Diesel	—	—	Furness S.B.
—	1	Coaster	—	—	—	—	Diesel	—	—	W. Weatherhead & Sons
Houlder Line	1	Cargo liner	—	10,950	—	—	Doxford diesel	4,400	Wallsend Shipway & Eng. Co.	Bartram & Sons
H. E. Moss & Co.	1	Tanker	—	16,500	—	14	5-cyl. Doxford diesel	5,500	Hawthorn, Leslie	Smith's Dock
Thos. & Jno. Brocklebank	1	Cargo liner	9,000	—	—	—	Steam turbine	—	David Rowan	Wm. Hamilton
Commonwealth and Foreign Yards										
J. Vermaas' Scheepv. Bedrijf, Rotterdam	1	Coaster	—	—	—	—	Werkspoor diesel	500	—	Werf de Noord, Alblasserdam
Agence Maritime T. Den Harigh S.A., Antwerp	1	Coaster	500	—	—	—	Werkspoor diesel	500	—	Werf de Noord
Giannoni Rastit, Marseilles	1	Coaster	500	—	—	—	Werkspoor diesel	750	—	Werf de Noord
Gefle Nya Stuveri A.B. Gefle	1	Icebreaking tug	—	—	80.4 o.a. and 73.8 b.p. 22.5 13	—	B.-cyl. Benz diesel	—	—	Hammarbyverken Stockholm
L. Smit & Co.'s Internationale Sleepdienst, Rotterdam	1	Ocean-going tug	—	—	131.3 26.9 14.9	—	8-cyl., 4-str. Werkspoor diesel	1,350	—	N.V. Werf Gusto v.h. Firma A.F. Smulders, Schiedam
Rederi A.B. Helsingborg, Helsingborg	1	Cargo	—	6,500	—	15	Sin.-scr., 8-cyl. B. & W. diesel	—	—	Elsinore S.B.
American S.S. Co., Buffalo, N.Y.	1	Great Lakes cargo	—	18,000	—	—	—	—	—	Manitowoc S.B. Co., Wisconsin
Dampfs-Gesellschaft Neptun, Bremen	1	Cargo	1,000	—	239.5 38.6	—	Diesel	—	—	Unterweser Schiffbau-Gesellschaft, Wesermünde
Two Bremerhaven companies (1 each)	2	Trawlers	513 (each)	—	—	—	Steam	—	—	Unterweser Schiffbau-Gesellschaft, Bremerhaven
Gemeinwirtschaftliche Hochseefischerei Gesellschaft	1	Trawler	590	—	—	—	Steam	—	—	Rickmers Werft, Bremerhaven
—	1	Herring lugger	300	—	—	—	—	—	—	Werft Jos. L. Meyer, Papenburg Elm
Ahlmann Carlshütte A.G., Rendsburg	2	Coasters	300 (each)	—	—	—	Diesel	—	—	Werft, W. Sielaff, Buxum
—	1	Coaster	400	—	172.3 (long)	—	Diesel	—	—	H. Randecke, Neuenfelde
Two German owners	2	Coasters	500 (each)	915 (each)	—	—	Diesel	—	—	Werft Nobiskrug, Rendsburg
C. F. Ahrenkiel, Hamburg	1	Cargo	500	—	—	—	Diesel	—	—	W. Holst, Neuenfelde
Rederi A.S. Samseiling, Oslo	1	Cargo	299	430	138.1 o.a. 24.8 10.1 (draught)	9.5	Sin.-scr., 6-cyl. 4-str. diesel	360	Maschinenbau Kiel A.G.	C. Luhring, Schiffwerft und Trockendock, Brake
Cie Generale d'Armements Maritimes, Paris	2	Cargo	—	1,420 (each)	—	—	5-cyl., 2-str. M.A.N. diesel	1,500 (each)	—	Haarlemsche Scheeps Maats., Haarlem
N.V. Peter, Rotterdam	1	Coaster	500	800	180.5 30.2 13	—	M.A.N. diesel	650	—	Bijker's Aannemings-bedrijf, Gorinchem
E. Hijkema and D. Schothorst, Groningen	1	Coaster	—	750	—	—	Brons diesel	500	—	Waterhuizen J. Pattie, Waterhuizen
J. Pronk, Groningen	1	Coaster	—	400	—	—	M.A.N. diesel	240	—	Firma A. Apol Scheeps, Wirdum
Caribbean Land & Shipping Corp., Cristobal	1	Tanker	11,600	16,000	—	15	Diesel	7,600	—	Deutsche Werft, Hamburg
—	1	Cargo	6,000	10,000	433.1 60.4 37.7	—	Diesel	—	—	Flensburger Schiffbau Gesellschaft, Flensburg
—	1	Coaster	800	—	196.9 32.8	—	Diesel	—	—	Rickmers Werft, Bremerhaven
Reederer Willy Bruns G.m.b.H., Hamburg	1	Fruit carrier	1,800	—	—	—	Diesel	—	—	H. C. Stulcken Sohn, Hamburg
Angt. A.B. Bore, Abo	1	Passenger	—	—	301.9 49.2	—	Steam	—	—	Oskarshamn Varv
Finska Angt. A.B. Helsinki	1	Passenger	—	—	—	—	Steam	—	—	Elsinore S.B.
Rederi A.B. Svea, Stockholm	1	Passenger	—	—	—	—	Steam	—	—	Finnboda Varv, Stockholm
Finska Angt. A.B. Helsinki	1	Cargo	1,700	—	—	—	Diesel	—	—	Werf Jan Smit Czn., Alblasserdam

## LAUNCHES

## Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnage		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
1950 Dec. 28	Rea Towing Co.	Applethorpe (739)	Tug	231	—	—	—	Steam	—	—	Alex. Hall
1951 Jan. 8	British Tanker Co.	British Seafarer (703)	Tanker	11,200	16,000	547 o.a. 69.5 37.5	—	Sin.-scr., 6-cyl. Doxford diesel	6,400	Shipbuilders	R. & W. Hawthorn, Leslie
Jan. 8	British Tanker Co.	British Viscount (1878)	Tanker	8,570	12,150	490 o.a. and 463.46 b.p. 61.75 34.08	11.5	Sin.-scr., 4-cyl. Doxford diesel	—	Shipbuilders	Swan, Hunter & Wigham Richardson
Jan. 9	T. & J. Harrison	Waxfarer (785)	Cargo	8,120	10,000	460 o.a. 59.5 37.66	12.5	Sin.-scr., 4-cyl. diesel	—	Shipbuilders	Wm. Doxford

## TRIAL TRIPS

## Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnage		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
1950 —	A. S. Hektor	Hektor (1053)	Tanker	8,900	13,500	480 62.2 35.2	—	Sin.-scr. Doxford diesel	4,500	D. Rowan	Lithgows
Dec. —	Stephenson Clarke	Emmaworth (333)	Collier	1,784	2,540	256.5 b.p. 38.3 18.66	—	Sin.-scr., 8-cyl., 2-str. diesel	1,150	British Polar Engines	Burntisland S.B.
Dec. 28	Rederi A.B. Saternus, Stockholm	Saternus (436)	Tanker	10,300	16,445	523 o.a. and 496 b.p. 67.5 36.42	14	Sin.-scr., 5-cyl., 2-str. Doxford diesel	5,500	N.E. Marine	Furness S.B.
1951 Jan. —	Alfred Holt & Co.	Evion (1417)	Cargo & pass. liner	10,125	—	522.5 o.a. and 485 b.p. 69 38.5	—	Sin.-scr., dble.-red. geared turbine	14,000	Shipbuilders	Harland & Wolf, Belfast
Jan. 8	Stephenson Clarke, Ltd.	Ardingly (406)	Collier	1,430	1,900	240 l.w.l. 36.58 16.58	11	Sin.-scr., 7-cyl., 2-str. Sulzer diesel	—	George Clark (1938)	S.P. Austin

## Commonwealth and Foreign Yards

—	Fred Olsen & Co., Oslo	Bohemund (386)	Cargo and pass.	1,975	2,900	346 o.a. and 314 b.p. 46 27.75	15.5	Sin.-scr. 6-cyl., 2-str. diesel	3,000	Sulzer Bros., Winterthur	A.S. Bergens M.V.
—	Bigard Freres, Paris	Bois El Magdad	Coaster	—	—	167.25 32.8 9.83	9	Sulzer diesels	500	—	Scheeps en Mach., "De Biesboch," Dordrecht
—	Cie. Fluviale et Maritime l'Ouest Africain	Cabinda (launched as Edouard Corbier)	Cargo	6,150	7,300	400.5 56.5 23.5	14	Sin.-scr., 8-cyl., 2-str. diesel	4,180	Shipbuilders	Ch. et Atel. de St. Nazaire (Penhoet)
—	De La Rama S.S. Co., Manila	Dona Alicia and Dona Aurora	Cargo liners	7,500 (each)	9,400 (each)	465.92 o.a. 64.25 41	17	Tw.-scr., 7-cyl., 2-str. Mitsubishi diesel	10,500 (each)	Nagasaki Shipyard & Eng. Works	Nishi Nippon Yokogawa, Shimonoseki
—	Cie. Charles Le Borgne, Paris	Maria Therese Le Borgne	Coaster	990	—	253.7 o.a. 40 21.1	13.5	Sin.-scr., Werkspoor diesel	1,500	—	Werf de Noord, Alblasser- dam
—	East Asiatic Co., Copenhagen	Panama	Cargo	—	10,300	451 62.33	—	2-str. Mitsui- B. & W. diesel	8,000	—	Central Japan Heavy Industries
—	Louis Dreyfus & Cie.	Philippe L.-D.	Cargo	5,800	—	435 60 38.2	14.5	Sin.-scr., 6-cyl., 2-str. diesel	5,800	Kawasaki Yokogawa, Kobe	Uruga Dock K.K.
—	Cie. Charentaise de Transport Mar., Remorquages et Sauvetages, La Rochelle	Rhetais	Coaster	499	750	188.6 30.2 15.3	—	9-cyl., 4-str. diesel	1,200	Masch. Augsburg- Nurnberg, Augsburg	Yokosuka Scheeps- "Wester- broek," Fa. Broercken, Wester- broek
—	Soc. Nav. de l'Ouest	Saint Marc	Cargo	—	6,500	436 62.33 23 (draught)	—	Tw.-scr., M.A.N. diesel	7,600	—	Atel. et Ch. de la Loire
—	Nortuna Shipping Co., Panama	Sakura	Cargo	6,543	8,500	442.92 62.9 30	16	Sin.-scr., 7-cyl., 2-str. M.A.N. diesel	7,000	Shipbuilders	East Japan Heavy Industries, Yokohama
—	Kon. Paketvaart Maats., Amsterdam	Sambas	Timber carrier	1,873	2,400	297.8 o.a. 39 19	10.5	Sin.-scr., 7-cyl., 2-str. diesel	975	Nydvist & Holm, Trollhattan	Boele's Scheeps en Mach., Boines
—	Kon. Java-China Paketaart Lijnen, Amsterdam	Tjiwongi (751)	Pass. and cargo	10,000	5,000	479.375 o.a. and 440 b.p. 62.33 36.5	16.25	Tw.-scr., 8-cyl., 4-str. diesel	6,700	Werkspoor, Amsterdam	C. van der Giessen & Zonen, Krimpen a d IJssel
Nov. —	Philadelphian Tankers, Inc.	Atlantic Seaman (482)	Tanker	19,500	30,350	625 b.p. 85 34	17	Sin.-scr., dble.-red. geared turbine	18,000	Westinghouse Elec. Co., Lester, Pa.	New York S.B. & Co., Camden, N.J.
Dec. —	Overseas Tankship Corp., New York	Colfax Antwerp (745)	Tanker	12,100	17,200	544.7 o.a. 70 39.75	15	Dble.-red. geared Parsons turbine	7,300	Shipbuilders	S. A. John Cockerill
Dec. —	Royal Holland Lloyd, Amsterdam	Gaasterland (721)	Cargo	4,650	7,000	406 58 34	15	7-cyl. diesel	5,000	Sulzer Bros., Winterthur	A. Vuijk & Zonen, Capelle a d IJssel
Dec. 19	Anf. A.B. Tirfing, Gothenburg	Kungälvad (403)	Cargo	4,900	8,975	420 b.p. 58 37.5	14.25	Sin.-scr., 6-cyl., 2-str. B. & W. diesel	5,400	Shipbuilders	Ericssberg M.V. Gothenburg
Dec. 22	Sigurd Herlofson & Co., Oslo	Tank Baron (643)	Tanker	8,350	12,600	485.125 o.a. 59 35.5	13	Sin.-scr., 6-cyl., 2-str. diesel	5,300	Shipbuilders	Gotaverken, Gothenburg



# MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

**T**HE THIRD annual Ministry of Transport shipping dinner was held on January 10 at the Cafe Royal, London. It was attended by a number of those who served in the wartime Ministry of Shipping and later in the shipping side of the Ministry of War Transport, together with present members of the shipping side of the Ministry of Transport. The Permanent Secretary, Sir Gilmour Jenkins, was in the chair. The toast of the Ministry of Transport was proposed by Sir Vernon Thomson, and the Minister of Transport responded. "The Merchant Navy and the Shipping Industry" was proposed by the Hon. Mr. Justice McNair, and Sir Guy Ropner, president of the Chamber of Shipping, responded.

MR. HAROLD HAMBLING, registrar of the Grimsby office of the Shipping Federation, has been promoted to the post of assistant registrar at Dock Street, London. He will be succeeded at Grimsby by Mr. D. C. Stewart, who joined the staff of the Federation in 1937 and has been in the Leith office for the past four years.

MR. R. D. STEWART has retired after 55 years' service with Andrew Weir Shipping & Trading Co., Ltd., and its associates. Mr. Stewart recently relinquished the position of secretary of the Bank Line, Ltd. He remains on the board of the British Union Oil Co., Ltd.

MR. A. J. M. M. CRITCHTON has been appointed general manager, Mr. W. T. Stephens export freight manager, and Mr. L. H. Prole import freight manager of the Peninsular & Oriental Steam Navigation Co., Ltd.

MR. GEO. L. LYLE, late principal surveyor to Lloyd's Register of Shipping at Liverpool, has been appointed Liverpool agent for Mount Stuart Dry Docks, Ltd., and associated companies.

THE DEATH has occurred of Mr. A. E. Cleveland, manager of the chartering department of McGregor, Gow & Holland, Ltd., from 1916 until his retirement in September, 1947.

**T**HE United Kingdom-Brazil Conference Lines have announced that congestion in the port of Rio de Janeiro has assumed such serious proportions that vessels discharging there are being subjected to long delays, involving heavy extra expenses. A surcharge of 25 per cent is therefore being imposed on the freight on all cargo destined to that port, which will come into operation in respect of shipments by vessels commencing to load on and after February 1. The existing "freight collection charge" of 3.8 per cent and premium of 5 per cent to cover remittance tax will also be applicable to this surcharge.

THE TURKISH State Shipping Lines incurred a loss of £14,000,000 last year. According to a statement by the Minister of Communications, the merchant fleet and its shore installations are to be augmented and put on a proper commercial and economic footing, and the merchant navy training school is to be completely reorganised.

MR. L. J. H. HORNER is to join the staff of the Chamber of Shipping as assistant general manager and solicitor on

February 1. His present position as secretary and parliamentary solicitor of the Dock and Harbour Authorities' Association is to be taken by Mr. T. A. McLoughlin.

DURING 1950, a total of 4,180 vessels, with a net registered tonnage of 1,698,562 tons, entered the port of Amsterdam. This tonnage was slightly above the corresponding figure for 1938. The number of vessels entering was the highest in the history of the port.

THE *Beech Hill*, 7,150-ton gross, was the first vessel to sail from the South Wales ports in a new monthly regular cargo liner service operated by Saguenay Terminals, Ltd., of Canada, to Trinidad, Barbados and Georgetown.

THE St. Lawrence Dry Dock Company, of Montreal, is planning its first dry dock, to extend the company's facilities.

BRIGADIER J. V. TOPHAM has been appointed secretary of The British Engineers' Association in succession to Sir William Christie, who is resigning this month.

**M**R. J. C. LESSARD, Canadian Deputy Minister of Transport, has been appointed chairman of the Canadian Maritime Commission. He will continue as Deputy Minister. Mr. Lessard will fill the remainder of the term of the former chairman, Mr. J. V. Clyne, who was appointed to the British Columbia Supreme Court last summer. The term expires on October 31, 1952.

FOLLOWING the retirement of Mr. J. G. Lowe, comptroller and secretary of Metropolitan-Vickers Electrical Co., Ltd., Mr. E. Salmon has been appointed comptroller and Mr. D. Thomson secretary. Mr. W. D. Taylor has been appointed to succeed Mr. Lowe as secretary of Metropolitan-Vickers Electrical Export Co., Ltd.

THE steamers *Altstertor* and *Millerntor* have been sold by Fisser van Doornum, of Emden, to Hamburger Reederei-Gesellschaft Porta, Hamburg, a newly formed company. The *Altstertor*, of 5,207 tons gross, was formerly the *Ossendrecht*, and the *Millerntor*, 4,532 tons gross, was previously the *Zeyndrecht*.

THE BASIC wages for American able seamen have increased 20.1 per cent since 1941. Since October, 1945, there have been eight successive wage increases and these have raised the monthly rate to \$248.41. Overtime earnings average 30 per cent over the basic wage.

DURING 1950, 51 vessels of 52,000 tons gross were launched by Hamburg shipyards. A further 19 vessels are expected to be launched in the first three months of 1951.

STEEL PRODUCTION in 1950 reached a total of 16,292,700 tons, thus exceeding the upper limit of the Economic Survey target, which was 15,750,000 to 16,000,000 tons.

THE Societa Italiana Trasporti Marittimi, of Milan, has established its Genoese headquarters in Via P.B. Bensa 1, Genoa.



MR. G. W. BARR, managing director of the Fairfield Shipbuilding & Engineering Co., Ltd., was awarded a knighthood in the New Year Honours List. Mr. Barr has served in various capacities at Barrow, on the Clyde and on the Tyne, and after leaving Vickers, Ltd. at Barrow, he was consultant to William Beardmore & Co., Ltd., in respect of their ship-repairing interests on the Mersey. He is vice-chairman of the Liverpool & North Wales Steamship Co., Ltd.

CAPTAIN I. E. G. GOLDSWORTHY, commander of the *Orcades*, has been appointed commodore of the Orient Line in succession to Captain C. Fox. Captain Goldsworthy, whose early training was in sail, joined the company in 1921. He subsequently served in many of the company's ships and at the outbreak of war he was staff commander of the *Orcney*. For his actions while embarking troops in the *Orcney* at St. Nazaire in June, 1940, he was mentioned in despatches.



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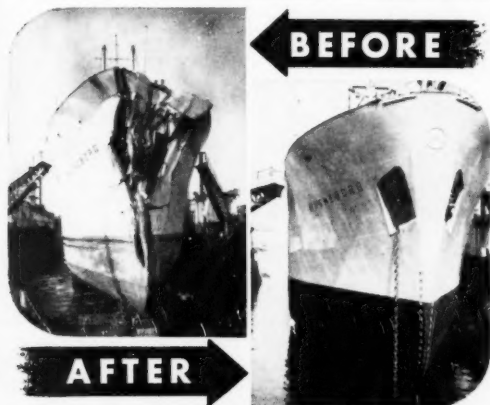
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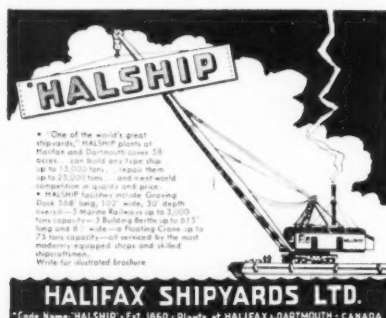
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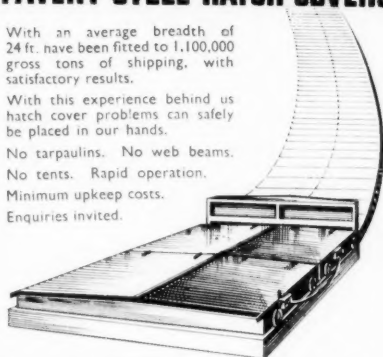
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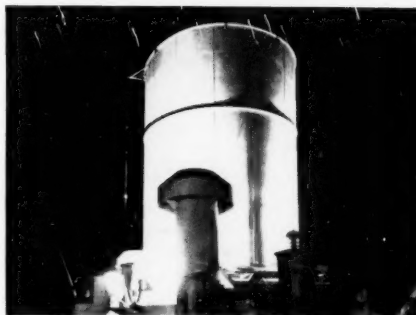


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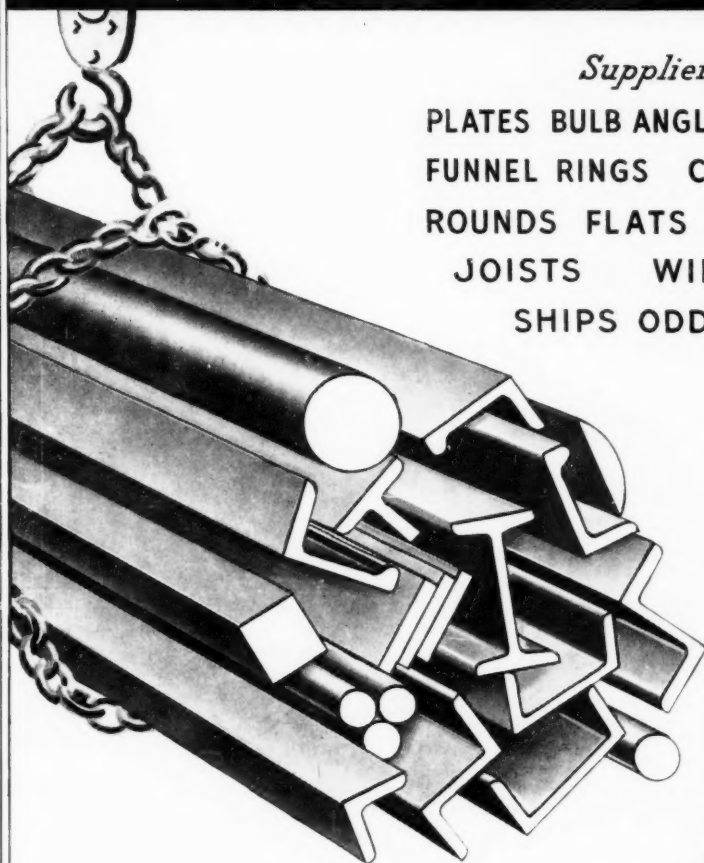


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